

The Hongkong Telegraph

WEATHER FORECAST
OVERCAST
Barometer 29.97

(ESTABLISHED 1881.)

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April 14 1915. Temperature 6 a.m. 74 2 p.m. 81
Humidity 92 74.

April 14, 1914. Temperature 6 a.m. 73 p.m. 72
Humidity 96 87

2885 日四月二

WEDNESDAY, APRIL 14, 1915.

中華民國四年四月十四日

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TO-DAY'S LATEST WAR TELEGRAMS.

FIERCE FIGHTING IN FRANCE.

ENEMY TROOPS SMOTHERED BY HEAVY GUNS.

German Pirates Demand Money; French Flag Torn to Pieces.

FURTHER THREATS REGARDING BRITISH PRISONERS.

[Reuter's Service to The "Telegraph."]

French Aeroplanes Drop Bombs at Vigneulles.

April 14, 12.55 a.m.
A Paris evening communique says:—The day has been quiet along the whole front. We consolidated positions won at various points last week.

Our aeroplanes have successfully bombarded military sheds at Vigneulles, and have scattered a marching battalion.

New Treasury Bills.

April 13, 10.15 p.m.
Tenders for fifteen millions six months Treasury Bills totalled \$44,316,000 the average rate being £3. 14. 4. Tenders at £98. 2. 4 were allotted at 64 per cent.

French Bombard Important Turkish Camp.

April 13, 10.15 p.m.
A Paris communique states that the battleship Saint Louis with the aid of seaplanes bombarded an important Turkish camp in the neighbourhood of Gaza.

The Capture of the Village of Gussainville.

April 13, 1.20 p.m.
Reuter's correspondent at Paris states that the details are published concerning the capture of the village of Gussainville, between the Meuse and the Moselle.

On the afternoon of the 4th inst. without warning, the French artillery opened with a terrific fire on the enemy's positions in and around the hamlet. A company of infantry in two successive bounds drove the Germans from their trenches into the village, and another company vigorously attacked the German flank, which reached the middle of the village. An anxious moment followed when the German reserve company came to the assistance of the detachment, surrounded in the village, and attempted an enveloping movement. The enemy in the houses resisted desperately and it was imperative to finish them before fresh reinforcements arrived. An officer at the head of thirty men led the assault, but they were twice obliged to throw themselves flat on the ground to avoid the murderous hail of bullets from the quickfiring. Before in a magnificent spurt the French had captured the first house, and, encouraged by this success, other sections were brought up and completed the work of capturing the houses, by furious hand-to-hand struggles. By nightfall the whole village was captured.

The Warfarer.

April 13, 4.45 p.m.
The Warfarer has been docked at Queenstown.

April 13, 4.45 p.m.
Field Marshal Sir John French in his bulletin says that the situation is unchanged. The British did some successful mine-work in the region of Armentieres where the enemy's attempts proved abortive.

Crew Rows Two Hours in Heavy Seas.

April 13, 1.45 p.m.
The crew of the Warfarer state that they had just dined and were a hundred miles off the Scillys when a terrible explosion occurred in the hold. All the boats were speedily launched. The crew rowed for two hours in heavy seas.

The Pope's Plea Premature.

April 13, 1.35 p.m.
Reuter states that the American press considers the Pope's plea for peace premature.

German Piracy.

April 13, 1.45 p.m.
The crew of the Frederic Franck, who have arrived at Plymouth, state that the commander of the German submarine U24, when he boarded the Frederic Franck, demanded money and on being refused ransacked the vessel seizing the provisions. He examined and threw into the sea the ship's papers, hauled down the French flag and tore it into pieces. He then fired three bombs and departed. Only two of the bombs exploded.

TO-DAY'S LATEST WAR TELEGRAMS.

Another Trench Taken By the Allies.

April 13, 4.40 p.m.
According to a Paris communique there has been some cannonading between the sea and the Aisne. We captured a trench to the east of Berry au Bac.

Mine warfare continued in the Argonne region, but the day has been comparatively quiet.

Between the Meuse and the Moselle we came in contact, at several points, with the enemy's entanglements.

Graphic Account by Eyewitness.

April 13, 1.20 p.m.
According to a Paris official message "Eyewitness" describes a German attempt to recapture a redoubt at Beausejour. After a violent bombardment, our look-outs reported a massing of the Germans. Soon our machine-guns were sweeping the attacking force, which was composed of volunteers from all the German regiments on this front.

Our artillery also immediately came into action. A few Germans regained their own trenches. In another attack the Germans lost most heavily, but got a footing in an advance trench. The French immediately counter-attacked, and the enemy held the trench all night with difficulty. Nevertheless fresh German rushes were broken by artillery and rifle fire.

The Germans had crushed four hundred men into a narrow space. Our heavy guns smothered them, the infantry charged, and only ten of the Germans escaped.

Our losses throughout were of the smallest.

This German failure will complete the demoralisation of troops already convinced of our superiority.

Submarine Prisoners; German Indignation.

April 13, 4.5 p.m.
Reuter's correspondent at Amsterdam says that the German note delivered to the American Ambassador expresses astonishment and indignation that Britain is not regarding submarine prisoners as honourable enemies. It says that these officers and men acted as brave men in the discharge of military duties and the German government will be compelled immediately to execute reprisals.

It adds:—We can only reject with loathing the insinuation that the German Navy in contrast with the British navy wilfully neglected to rescue shipwrecked sailors and requests the American Embassy in London, personally to enquire into the treatment of submarine prisoners.

Further proceedings against British officers who are provisionally placed under arrest depends upon the treatment of German prisoners.

Eloquent Speech by French War Minister.

April 13, 1.20 p.m.
Reuter's correspondent at Paris states that at the opening of the council, General M. Viviani in an eloquent speech said Germany was completely ignorant of the soul of France and was now suffering the punishment for her error. She thought to find the nation disunited and frivolous but found instead a wall of iron and heroic resistance against which she broke her best battalions. This wall was now moving and gradually pounding the Germans as in a mortar.

France was prepared to add sacrifices to her sacrifices in order to achieve her end.

(Havas Telegram.)

April 12.
French Government Stock stands now at Fr. 72.50.
North of Albert, during the night of the 11th, we repulsed a vigorous attack by the enemy.

Violent fighting has taken place in the region of Argonne, where we took 200 metres of trenches and destroyed a blockhouse.

We took new trenches at Bois d'Ailly.

At Bois Leprieux our artillery and infantry fire repulsed a violent counter-attack by the enemy.

There is nothing to report to-day with the exception of an artillery duel and our capture of five machine guns.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

German Captains Weep.

April 13, 5.5 a.m.
The Captain of the German auxiliary cruiser Kronprinz Wilhelm has denied that he obtained his guns before leaving New York on the 3rd of August and asserted that he took them from the British steamer Corroquina, which the Kronprinz Wilhelm captured soon after she left New York.

The Captain has told a story of constant anxiety and privation. The crew lived almost entirely on rice much of which was soaked with sea water, hence the outbreak of beri-beri which prevails chiefly amongst the prisoners.

WAR TELEGRAMS.

The Kronprinz Wilhelm captured a cargo of gray cloth from a French steamer and the crew were dressed in uniforms which they made from this material.

The Captain paid a tribute to the bravery of the British steamer Chasehill, which was finally allowed to go after a long chase.

Four hundred men and women prisoners have been transferred from the Kronprinz Wilhelm.

The meeting of the Captains of the Prinz Eitel and Kronprinz Wilhelm was emotional they embraced and wept copiously.

Bernstorff Again in Trouble.

April 13, 5.30 a.m.
There is a fresh outburst of American indignation against Count Bernstorff due to his publication of the German Note charging the American Government with non-neutrality without first conferring with and receiving the permission of the State Department. The fact that the Note was accompanied by an offensively worded personal statement by Count Bernstorff justifying his action has increased the irritation.

The Vessel Sunk is the Coleby.

April 13, 5.20 a.m.
The owners announce that the steamer Coleby, not the Daleby, was sunk by the Kronprinz Wilhelm.

Glasgow Steamer Sunk.

April 12, 6 p.m.
The small Glasgow steamer President was sunk by a submarine off Eddystone on Saturday.

German Fire Ships Destroyed.

April 13, 12 p.m.
A Petrograd communique says: We captured prisoners and four machine guns in the region of Sawalk.

Eight inch howitzers restarted the bombardment of Ossowiec. The guns of the fort replied and seriously damaged a German battery. The Germans endeavoured to send fire-ships against the fortress but these were destroyed by gun fire.

Trench fighting is taking place elsewhere in Poland. The Russian artillery has done successful work against the enemy's batteries. A German aeroplane has been captured.

Prospects in the Eastern Theatre.

April 13, 12.40 p.m.
The latest Petrograd communique has been carefully scrutinised by experts who interpret it as meaning that a great aggregation of Austrians and Germans from all quarters are making an intense endeavour to outflank the Russian left and compel the Russians to abandon their advance in the Carpathians by threatening to cut off their communications and overrun Galicia, where they have already advanced as far as Strij.

On the other hand, if the Russians are able to defend their left adequately, a turning movement on their right will equally oblige the Austrians and Germans to beat a hasty retreat.

No Lives Lost.

April 13, 4.20 a.m.
No lives were lost in the torpedoing of the a.s. Wayfarer.

German's Retaliate on Our Prisoners.

April 13, 4.20 a.m.
It is announced in Berlin that thirty-nine British officers have been imprisoned in the military detention barracks as reprisal for the treatment of German submarine prisoners in England.

Sir Edward Grey Returns to Duty.

April 13, 4.20 a.m.
Sir Edward Grey has shortened his holiday and returned to the Foreign Office. Mr. Asquith, who has been relieving him, is the guest of the King at Windsor Castle.

"I Want to Pound the Enemy."

April 13, 4.20 a.m.
Lord Darham, speaking at Chester-le-Street, said he visited the British Headquarters in France recently when Field Marshal Sir John French, insisting on the need for munitions, said: "When the time comes to make the great move we can break through the German lines but we must have more munitions. I want to pound the enemy and to continue pounding him, regardless of expense, because thus we shall be saving the lives of our gallant men."

Casualties.

April 12, 8.50 a.m.
The latest casualty list mentions the following:—

Died of wounds.—H. M. Hunter.
Wounded.—G. B. Anthony, R. H. Broome, 2nd Lieut. G. Clark (Leinsters), J. M. Gray, Lieut. I. Maclean (Sherwood Foresters), H. Pappill, H. Toop (Gloucestershires), T. Whittingham.
To-night's list comprises 890 men of whom 319 are killed. They chiefly belong to the East Lancs, the Rifle Brigade, Grenadiers, Middlesexes, Gordons and King's Rifles.

Captain Fires on Aeroplanes.

April 13, 12.40 p.m.
A message from Reuter's correspondent at Rotterdam reports that two German aeroplanes attacked the Cork steamer Serula near the Noordhinder light ship.

The Captain of the Serula, who is a good rifle shot, hit the aeroplanes, which thereupon retreated to Zebrugge.

The vessel was hardly damaged. A few bomb splinters were afterwards found on deck.

The Captain of the Serula is convinced that the smaller of the two aeroplanes failed to reach the shore.

(Continued on page 5.)

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The American press considers the Pope's plea for peace premature.

Details are published in Paris of the capture of the village of Gussainville.

The Germans made several hard attempts to win back the redoubt at Beausejour, but were beaten back.

The French battleship Saint Louis with the aid of seaplanes bombarded an important Turkish camp in the neighbourhood of Gaza.

The fire at Lerwick was caused by an explosion in a store which set fire to an adjoining building. There were five killed and many injured.

Field Marshal Sir John French reports the situation unchanged. The British did some successful mine-work in the region of Armentieres.

M. Viviani has made an eloquent speech in the French Council-General, pointing out Germany's mistake in thinking France was not united.

The Warfarer has been docked at Queenstown. The crew had just dined and the ship was a hundred miles off the Scillys when the explosion occurred.

Tenders for fifteen millions six months Treasury Bills totalled \$44,316,000, the average rate being £3. 14. 4. Tenders at £98. 2. 4 were allotted at 64 per cent.

Experts, after carefully scrutinising Russian communique, are of the opinion that the Austro-German forces are attempting an outflanking movement on the Russian left.

In the German note delivered to the American Ambassador, Germany expresses astonishment and indignation that Britain should not treat submarine prisoners as honourable enemies, and threatens reprisals.

The commander of the German submarine U24, when he boarded the Frederic Franck, demanded money and on being refused ransacked the vessel, threw the ship's papers into the sea, hauled down the French flag and tore it to pieces.

NEWS.

Further Notes on the Crisis appear on page 4.

The Prize Court dealt with the case of the a.s. Paklat to-day.

A further article on the Hongkong currency question appears on page 4.

Extracts from letters acknowledging war gifts from Hongkong appear elsewhere.

General news and an article headed "The Charge of the Gallant 600" appear on page 3.

"Our Contemporaries" appears on page 2, Commercial News on page 9, and Log Book on page 6.

DON'T FORGET.

TO-DAY.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Messrs. Charles Howitt and A. Phillips at the Theatre Royal.
"When Knights Were Bold"—9.15 p.m.

TO-MORROW.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Messrs. Charles Howitt and A. Phillips at the Theatre Royal.
"Raffles"—9.15 p.m.
Friday, April 16.
Messrs. Charles Howitt and A. Phillips at the Theatre Royal.
"Nobody's Daughter"—9.15 p.m.
"Sir Charles Elliot's Isoture on the Eastern Theatre of the War" at the City Hall—5.15 p.m.

GENERAL NEWS.

The New Lieut.-Governor of Burma.

We believe it is more than probable, says the *Rangoon Times*, that Sir H. Scott Butler, our Lieut.-Governor-elect will proceed home on leave during the summer, and that he will not take up his appointment in Burma until the autumn.

Street Accidents in London.

Mr. McKenna, in a written reply to a question by Mr. Kellaway, says the total traffic fatalities which occurred during January and February of this year were 45 in each month, as compared with 29 and 40, respectively, in the corresponding months of last year.

Registration of British Companies in Shanghai.

An important new Order in Council, relating to the registration of British companies, has been issued by Sir Haviland de Saumarez at Shanghai. A number of interesting points are given.

New Britons.

No fewer than 236 names appear on a list of aliens to whom naturalisation certificates have been granted, which was published in a recent issue of the *London Gazette*. The new subjects of the King include Germans, Austrians, Russians, Swedes, Dutch, Swiss, Roumanians, Americans, Norwegians and Greeks. Even Guatemala supplies a new subject. They include merchants, manufacturers, authors, barristers, porters, and waiters. Included in the list is one baron.

Not a Monstrosity.

Mr. Harry Kemp, very much better known as Little Tich, who has been appearing in the King's Bench Division in the role of defendant in a breach of contract case, does not confine his wit to the stage. Some years ago the conductor of an "Answers to Correspondents" column in a weekly contemporary received an inquiry as to whether it was true that the comedian had six fingers on each hand. The journalist wrote to Little Tich to assure himself on the point before replying, and received a letter containing the dignified answer, quite in the Johnsonian manner, "Sir, I am an artist, not a monstrosity."

Village-Planning in Madras.

Madras, which has made much progress in different ways, such, for instance, as in the great improvement of its port, in its water and drainage arrangements and so on, is now setting an example in another direction, viz., in village-planning. In this connection an important order has been issued by Government which deals with the rudiments of science as applied to areas which are likely in the next fifty years or so to develop into towns or be absorbed in existing towns. The order deals with the choice of healthy sites, laying out of roads and marking out and keeping available routes along which the roads of the future will run when the village or small town develops drainage and so forth. The action which Government are taking will tend in no small way to help municipalities down South. It is to be hoped the village-planning order will be copied in other parts of this country.

Military Moustaches.

Despite the quite remarkable demand for razors in the trenches, the question has been asked whether the war may not lead to a return of whiskers. The facial adornment of the military was a matter that gave Queen Victoria some concern, and in 1857 she wrote to the Duke of Cambridge to express the opinion that officers and men alike should be compelled to wear moustaches, without the option. It was not, however, until 1888, that the Army Regulations laid down the law on the subject. The *United Service Magazine* contains some words of advice to soldiers who may be ignorant of the etiquette of the matter. To be smart, says our contemporary, "it is necessary to be clean-shaven, or, if a moustache is worn, it should be kept trimmed, and not allowed to grow long or be waxed or oiled. The hair should be kept short, and not allowed to grow on the side of the face below the point where the top of the ear joins the cheek." There is about this counsel a reassuring air of finality that should silence all oricism. — *Globe*.

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THE CHARGE OF THE GALLANT 500.

How the Worcesters Saved Calais.

Only now, after the lapse of many weeks, is it possible to tell the story of how 800 British soldiers barred the Kaiser's road to Calais, how fewer than 500 English linesmen charged right into the mouth of a veritable inferno; drove back a twenty times stronger force of Germans, and for ever freed England from the menace of the Hun on Calais sands.

The story is told by an officer who is but now recovering from a wound received on that day at the end of October when 2,400 men of the "contemptible" British Army held the village of Gheluvelt, on the road to Ypres, against 24,000 of the War Lord's hordes. The British troops consisted of the sorely thinned battalions of the Scots Guards, the South Wales Borderers, and the Welsh and Queen's Regiments, which had busily constructed trenches across the front of Gheluvelt village. There had been no time to perfect these poor defences against the artillery and rifle fire of the enemy, but every British soldier knew that the position had to be held at all costs, for once the line was broken there was nothing to stop the Hun's march on Calais. Reinforcements had been promised; the Worcesters were on their way, but even then the odds would be nine to one.

Commander Dug-out.

From long before dawn the battered German artillery searched the British trenches from end to end and shelled the Chateau of Gheluvelt, where the battalion commanders were quartered, causing their hasty removal to a dug-out in the chateau grounds. Men fell not by ones and twos, but by dozens and half-dozen, but those who survived were as steady as if on parade. There was no random firing.

At last the shelling ceased and there was a stir in the German ranks. They were about to charge. Now the British knew that the time of their inactivity was passed—now they could take toll of the enemy—avenge their comrades who lay stark and still around them. The machine gunners looked to their weapons; there must be no hitch, no jam when the moment came.

And so the Germans charged. On they came without fuss and without flarry, only to be mown down in thousands by rifle and gun. One moment there was a solid advancing mass of Germans, and the next there was still a mass of Germans, but they were farther away, while between them and the British was a carpet of grey heaps. Again the Germans came on, climbing and stumbling over those grey heaps—those heaps which but a few moments before were the leaders of the advancing host. The carpet became thicker, but no living enemy reached that lead-sparring

trench, and at last the Kaiser's soldiers fell back to cover.

"Cold Steel."

The British held their line, but at terrific cost; scores lay dead, and there was scarcely an un wounded man in the whole long line of trench. The Welsh Regiment in the centre had suffered heavily. Reinforcements from the scout reserve behind the chateau were hurried into the trench, and then the German shelling commenced all over again. The day wore on, men fell left and right, and as yet there was no sign of the Worcester Regiment. Towards dusk the Germans could be seen massing for another attack, and the British troops prepared for a final stand; there were no more reserves, and if the Germans but persisted in their attack nothing could stop them. The shelling redoubled in fury, and then came the second attack. The full fury was directed at the centre of the line, held by the Welsh Regiment. Horde upon horde of Germans pressed forward. Hundreds fell as they advanced, but where one fell two filled his place. Right up to the trench they came; right up and in. Then it was cold steel. The Welshmen fought stubbornly, dying rather than give ground, but weight of numbers told, and as night fell the enemy commanded the trench from the centre.

No quarter was given to the British. Savagely the Prussians stabbed about them. Bayonets were thrust into dead and living, and many an English soldier, but wounded by a Prussian bullet, was murdered by a Prussian bayonet. On the left the Scots Guards still held their line and on the right the Queen's were at bay, and before the enemy could advance they had first to deal with these gallant remnants of gallant regiments. But now the Worcesters had arrived. An officer of the South Wales Borderers, the old 24th, which gained undying fame at Roke's Drift, had at great risk to himself found and guided the Worcesters to the hard-fought field.

Enemy's Lost Chance.

The Englishmen were only three companies strong, but these scarce 500 men charged right through the shot-swept streets of Gheluvelt, right up to the last trenches, almost into the heart of the German host; and the Germans turned and fled—fled when the odds at this moment were more than twenty to one in their favour, and fleeing lost for ever their chance of breaking through to Calais. Had they withstood that desperate charge, had they in turn borne down upon the Englishmen, sheer weight of numbers would have carried them through to the Calais road. But they fell back—back behind their original position, and were never again able to break the British line.

Of the 500 Worcesters who went to the charge but 200 un wounded men answered to the roll when the field was won, and of the 2,400 British soldiers hale and whole when morning broke but 800 lived to tell of that great fight. — *Daily Mail*.

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"Bishops Lodge South" No. 11 The Peak, unfurnished 5 rooms.
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BEAMING BRITISH.

Paris Account of Singing after Victory.

Paris, Mar. 13.

The Matin's correspondent at Armentiers, on the British success at Neuve Chapelle, says:

"Since Sunday heavy artillery fire along the front from Ypres to Li Bassee was engaged doubtless preparing the action in which large contingents of the English were taking part. The heavy British artillery did excellent work around Lille, where the enemy occupies the old forts. This work is said to have been so effective that, if the persistent rumours which are in circulation may be believed a great part of the German General Staff at Lille has already set out for Tournai, apparently indicating a withdrawal of the German troops."

"The forces engaged at one spot and another in the fighting converged on Tuesday and Wednesday around Neuve Chapelle and Aubers. The German losses were very heavy, for the British and Canadians fought with splendid courage. Their success obviously delighted them, for all the British faces were beaming, and the men returning from the front were singing gaily. The Germans left over 1,000 prisoners in the hands of the Allies, including several hundred officers. They were brought to Merville on Wednesday evening, and provisionally interned in vessels anchored in the Lys."

The officers appeared haughty and stiff, and were visibly doing their best to swagger. The men, who included elderly men and boys, appeared depressed and afforded a sorry sight with their uniforms all stained and torn. The British did not hide their certainty that the north would speedily be freed. The population follows with the greatest interest and lively sympathy the efforts of our allies. Our fellow-citizens who are still under the domination of Germany must tremble with joy when they hear the guns swelling in sound and violence, for they feel that our forces are approaching. — *Reuter*.

UNCLAIMED TELEGRAMS

Eastern Extension Australasia & China Telegraph Co.
Alkali.
Acho, Elgin Road.
Chuankees.
Luonchoisang c/o Cruz & Co. Bracken.
Hopwood 5 Central.
Namloonz.
Sinafungshong.
Singpaohang.
Sunthin.
Lakamting Sookoonpoo.
J. M. BECK, Superintendent.
Hongkong, April 9th, 1915.
Great Northern Telegraph Company, Ltd.
Neetaichun, Shanghai.
Cheongwo Woshui, Yokohama.
Yahshuntung, Shan, hai.
Huanan, Amoy.
Keeshing, Kobe.
R. BLACK, Superintendent.
Hongkong, April 9th, 1915.

The Wrong Time to Advertise.
"Just tired of him, eh?" asked the lawyer. The actress nodded.
"Well, I wouldn't advise you to sue at this time. The war is crowding everything else off the front pages." — *Philadelphia Public Ledger*.

Chinese Aeroplanes.
For the first time in the history of the Chinese army, says the *N. O. Daily News*, aeroplanes were utilised in the sham fight which took place along the Yang-ting river recently. The 7th and 10th army divisions formed the opposing forces, each being equipped with two aeroplanes. One enterprising flying officer threw some "bombs" on the enemy's infantry and artillery which were well placed.

If you have lost your appetite one of the big variety of dainty dishes at the "ALEXANDRA CAFE" is sure to tempt you.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 14, 1915.

THE WORKERS AND THE WAR.

There can be no mistaking the ring of downright sincerity which characterises the message addressed by shipbuilding and engineering Trade Unionists to Mr. Asquith, which was summarised in the telegrams which we printed yesterday. It was a plain-spoken and frank expression of a keen desire to render really practical service to the country at a time when she needs the help of all her sons. Those who drafted it, though they doubtless have their little grievances—which can well be left over for consideration until after the war—rightly gauged the situation when they stated in so many words that the present is no time either for speech-making or fault-finding, but for real, hard, practical work. And the assurance that they gave that they were eager to do their share must have reassured the leaders of the nation, if any such assurance were required, that the country stands as one man in its determination to see this business through to the very end.

The position of the workers of Britain has been made very plain of late. We have it on the authority both of Earl Kitchener and Sir John French that the termination of the war, for which we all wish, is really in their hands. The measure of their willingness to put their shoulders to the wheel at this juncture in the struggle will decide the length of the conflict, since all other considerations are dependent on an adequate supply of ammunition and military equipment, not only for ourselves, but also for the rest of the nations by whom we are fighting. For Great Britain to-day, is practically the armoury for the whole of the Allies. We already have a marked advantage over the enemy so far as the supply of munitions goes, but the big events which are pending make it an absolute necessity that that advantage should be largely increased. It is conceivable that the Germans might manage to ward off starvation by severe economies and prudent organisation—though the prospects of their being able to do so are by no means bright—but we know of no method by which they can make up their undoubted shortage of ammunition of all sorts. And, obviously, battles cannot be won, or fortresses held, without ammunition. Immense reserves of ammunition are a necessity now, and it looks as though the enemy will soon be reduced to rather desperate straits for lack of such reserves. This is one of the things for which the Allies are still waiting in the west and which has to some extent impeded the Russians in the east. And once the brilliant feat now being so successfully attempted in the Dardanelles has been accomplished, Russia will receive military supplies that will enable her to advance without mingling.

Enough has been written to indicate the importance and immensity of the task which lies before the British workman. It is his honour and privilege to play a leading role in the final stages of the war, and it is a part which we believe he will loyally discharge. "We want to pull together and get on with it," "Tell Lord Kitchener we shall deliver the goods," "Those are the sentiments and this the assurance voiced by a section of the Trades Unionists. They may be taken as indicative of the feelings which animate the whole body of British workers at this vital moment in the history of the Empire.

G.B.S. and the War.

Mr. Bernard Shaw is still, so it appears from the Home papers, carrying on his wind-bag campaign in connection with the war. To one possessed of his pure patriotism it makes no difference that thousands of his fellow-countrymen, of every class, are giving their lives for the Empire, whether at sea or in the trenches; that fact is just as negligible, according to him, as that every sane person throughout the Empire, every unprejudiced one in neutral countries, and a very large number even of Germans, Austrians and Turks are convinced that the war was not of Britain's seeking. Even the fact that we have been taunted with our unpreparedness, and that France has been laughed at for her unwariness, by the Germans, does not convince him. Nothing can shake Mr. Shaw's belief in himself. Nothing can persuade him that it is possible for G. B. S. to be mistaken. This is not difficult to understand if our readers are aware that it was he who did more than any other Britisher towards popularising Nietzsche in England, ten years ago, when the orator was just beginning at Home. He has proved himself a very worthy disciple. It is a case of like master like man; though Germany was luckier than England—for Nietzsche was clapped into a lunatic asylum.

Hard on Mr. Asquith.

One is bound to sympathise with the Premier over the absurdly unwarranted attack which G.B.S. makes on him personally. In a recent letter to the *Nation*, our infallible, impeccable and omniscient friend accuses Mr. Asquith, and the Ministry generally for that matter, of having "backed up the Entente with secret preparations." The writer of a letter to the *Globe* asks mildly how this can be, seeing that Lord Haldane reduced the army, that "Colonel Seely did next to nothing to improve the state of things," and that Mr. Asquith, during the time (from the end of March 1914 till the outbreak of war) that he was War Minister, did absolutely nothing, "despite his knowledge as to Germany's infamous proposals of 1912." To any moderately balanced mind it should be clear enough that neither Radical nor Conservative in any way anticipated the war. Like the fools that we are as a nation, we believed Germany to be a country that valued its honour. We know now that she did not value her honour, for the most obvious reason in the world—that she had none to value. As to Mr. Shaw, we hope that the Home press will cease to be a party to his fooleries by giving him the hospitality of its space. One knows that he plumes himself on his facility for "leg-pulling," and it is more than likely that, at bottom, he no more believes his own statements than our readers do. But is this a time for buffoonery? The man who can indulge in such sordid amusement, while his brethren are giving up everything for the sake of the Old Country, should be put under restraint forthwith.

Against Needless Gloom.

The late Marquis of Londonderry, whose death we reported in our issue of February 9, added to his will a most interesting clause. He wished, he said, that his death should not be allowed to cast more gloom than was absolutely unavoidable upon those with whom he had been so long and so happily associated, and that his relations and kind friends would not allow his death to make any difference in their "arrangements and diversions." Of course it is vain to ask survivors not to grieve for the death of one dear to them, but the late peer's recommendation reminds us that it is almost time that civilised nations reduced the amount of external show of grief, which nothing but silly and more or less vulgar convention has imposed upon society. True, funerals are not the ghastly affairs which they were in our grandfathers' days, but there is still room for improvement—more particularly as concerns the horrible custom in vogue at Home of keeping a corpse unburied for three, four and even seven days. Shrove that is absolutely sincere is too delicate a thing for one to be able to express by external means.

DAY BY DAY.

"THE MAN WHO DOES TOO MUCH LEAVES HIMSELF UNDERDONE."

The Weather.
Lower level 8 a.m. Temp. 79; dull.
At the Peak 8 a.m. Temp. 70; heavy fog.

Count the Columns.
Yesterday the *Telegraph* published 35 columns of solid reading matter. To-day there will be 34 published.

The Mails.
Australian Mail.—Due to-day per s.s. Hitachi Maru.
Siberian Mail.—Due per s.s. Luchoy on Friday.
Australian Mail.—Closed to-day per s.s. Changsha.
Siberian Mail.—Closes per s.s. Yokohama Maru to-morrow at 11 a.m.
Siberian Mail.—Closes per s.s. Liangchow to-morrow at 3 p.m.

Up to the Minute.—Share market News.
Kailas.—34/ sellers.
Laoa Kung Mwa.—Tls. 85 buyers.
Shanghai Cottons.—Tls. 80, buyers.

The Dollar.
The rate of the dollar on demand to-day is 9.13-16d.

To-day's Anniversary.
To-day is the fiftieth anniversary of the assassination of Abraham Lincoln, Sixteenth President of the United States.

Chinese Lady's Loss.
A report has been made to the Hongkong Police by a Chinese lady, that someone broke into her house and stole jewellery valued at \$316.50, clothing valued at \$131.00 and \$8 in money.

Books and Magazines Wanted.
The Camp Commandant writes:—We shall be very glad to obtain any books, magazines or other reading matter suitable for the troops or interned men. Have you any for disposal that you could oblige us with.

Widow's Loss.
A Chinese widow, residing at 189, Hollywood Road, has complained to the police that yesterday morning some person stole from her house a basket containing twelve pieces of clothing, valued at \$15, one finger ring, valued at \$10, and ten dollars in money.

Boxing.
We are informed that there will be some interesting boxing "try-outs," at the V. R. C. this evening at 5.30, among those showing being the heavy-weight of the Shropshires, George Thomas who it is hoped will be matched with Corporal Scott the well-known local pugilist.

Gambling and Fighting.
A dispute over a gambling transaction came before Mr. Wood in the Police Court this morning, when a Chinese was charged with fighting in the street. The defendant was alleged to have stabbed the complainant and to have made off. He fled to the country and only returned on Saturday last, when he was arrested. He was fined \$10.

Sentences on Kidnappers.
Yesterday Mr. D. W. Tratman district officer sentenced two Chinese, who were brought before him yesterday on charges of detaining a man, illegally detaining a girl under fourteen years of age and with being in possession of arms. They were sent to prison for six months on each of the first two counts and to one year's hard labour on the last, the sentences to run consecutively.

Case Dismissed.
Cheung Tin Sang the master of the steam launch Choy Sang, who was defended by Mr. Dixon, was charged by Mts. Singh the watchman of the Tung Wo Co's Wharf, before Commander Basil Taylor, R. N., at the Marine Court this morning, with unlawfully lying alongside the above Company's Wharf, without the permission of the owner thereof, thus causing obstruction to the free access of other vessels thereto on the 5th inst. The case was dismissed.

NOTES ON THE COLONIES.

GETTING EACH OTHER'S MEASURE.

A Dignified Rebuke.

The eyewitness story and his deductions, arrived at after the expiration of a month from the battle of Neuve Chapelle are not only interesting and instructive but are matters for congratulation. One never does well to trust to what prisoners tell their captors; there might be many reasons for their giving accounts flattering the people into whose hands they have fallen—for the purpose of ameliorating the conditions of their captivity—but it is certainly permissible to accept the judgment of a man on the spot who speaks of the lessening of the German spirit of buoyancy which has been remarkably well maintained, despite the many reverses they have sustained since the war broke out. The battle of Neuve Chapelle may be looked upon as one of the larger attempts to break through the Allied line. It was not the gambler's last throw—the time for that has not arrived, for Germany's condition is not yet so parlous that desperate tactics may yet be resorted to—but it was an attempt in which all available resources were utilised in the hope of effecting a fracture in the marvellous line that has been maintained so well for such a long period. It failed; the Germans obtained knowledge they wanted of the strength that the Allies had against them after the arrival of the British reinforcements; the Allies learnt the full weight of the enemy's limit of strength. Both sides have now the measure of what the other is likely to be for some months to come and the depression of German spirits to say great extent, and the unusual activity behind their lines seem to show that they are preparing for the very worst.

The Workmen's Protest.

"We do not want more speeches about the failings of the workers," the employers or the Government." A more dignified protest against the cavillings of the armchair critic could not be well conceived. The British nation is a mass of incongruities; when it is not increasing its chest measurement with the exaggeration of conscious merit it is beating the same organ and uttering plaints of *mea culpa*, and ever since this war commenced the Britisher has found something in his national conduct to complain about. Now we have it from the workers that they are tired of being insulted to the extent of being repeatedly told that they are drunken and dissolute and by very reason of those failings the Empire is in a dreadful position. The workmen of England—from whose rank, after all, the majority of our fighters have sprung, and who are responsible for the fulfilment of the cry "Business as usual"—have a right to protest against the insinuations to be inferred from these temperance crusades and the like. The only point which the workman will consider is whether he is delivering the goods. If he does there is no kick coming that he will worry himself about. They are loyal to a man but they feel the undoubted hardship of being told that the failure to turn out the quantities of munitions required must necessarily be because of their private failings. The sooner Britain ceases beating her breast and gets to the bench the better for her and the whole world. After all the British workman is no more drunken than his German enemy and we have heard nothing of such complaints being made in Germany. The nations of the world must necessarily have a poor opinion of us when we don't even think much of ourselves.

Submarine Pirates.
The question of the treatment of the captured submarine crews by Great Britain naturally involved the consideration of the position of British prisoners in Germany, and Germany is taking good care that the two questions shall be rolled into one. Even in war time piracy is piracy—even if the pirates are contented by the Kaiser. It is regrettable that these men who after all are only

HONGKONG CURRENCY.

THE HARD DOLLAR AND DISCOUNT.

Further Remarks on our Coinage System.

(SPECIAL ARTICLE.)

We have said, in the two preceding articles dealing with the vexed question of the currency, that the Colony's money system is nothing but a maze and a puzzle to the ordinary resident, and matter for supreme weariness to the passing tourist. That tourist generally leaves the port feeling that he has a grievance against the banks and the Government, and that his only friend here was the kind-hearted money-changer who gave him eleven ten cent pieces in exchange for a paper dollar. What puzzles him most of all—and puzzles most of the regular residents as well, for that matter—is that the dollar should be at a heavy discount as compared with the note which is issued against it, and for which it is held as security.

As a rule the general public—rather thoughtlessly and erroneously—lays the blame on the banks. Yet a moment's reflection should show the unfairness of this. The banks which issue notes here undertake to pay hard dollars for them if called upon to do so. For the dollar, which is not issued by them, they accept no responsibility; an attitude which would seem to be perfectly reasonable.

The Question of Discount.

As a matter of fact, the reason why the hard dollar is at a discount against the note is identical with the reason why subsidiary coinage is at a discount against the hard dollar. There has been an over-issue of both kinds of coin, with the result that there are more of each in circulation than is sufficient for the requirements of the community. This being so, the ordinary laws of supply and demand naturally drive what the public does not want to a discount.

We then, of course, ask: What is the remedy for this state of affairs?

The very natural reply is: "Reduce the number of hard dollars in circulation." But this is more easily said than done, for nobody seems so philanthropically inclined as to be ready to accept the responsibility.

The British dollars are minted in the Indian mint, which charges a seigniorage of 2 per cent. for its work. As to whether or not the Hongkong Government gets any of this profit we, of course, are not in a position to say. The coins circulate not only in Hongkong but fairly freely on the China Coast. That they will hold their own, in point of popularity, against the Chinese Government dollar seems unlikely.

The best course for the Government here to pursue would surely be to mint a dollar of its own, of the same fineness as the British dollar, and to enact that, after a certain interval, the notes issued by the banks here would be redeemable in that dollar only. If the banks were averse to this arrangement, the Government could then undertake the issue of its own notes for circulation in the Colony. As the notes and coins would be interchangeable at the Treasury at par, there would never be any question of either's going to a discount, as is the case at present.

obeying the orders of their superiors have to be regarded, not as honourable men but as felons, but the fact remains that they are guilty of piracy and that is a crime recognised by all the civilised nations of the world. On the subject of pirates Great Britain has been consistent. She was actually at war with the Algerian pirates at one time of her history but her captives met the end of pirates. Pirates are pirates all the world over and while it is regrettable that certain British in the hands of the Germans may have to suffer through the reprisals of the enemy, we have yet to learn that because Germany contemplates a crime it becomes a virtue.

SPECIAL POLICE RESERVE ORDERS.

Special Police Reserve Orders issued by Mr. F. C. Jenkin, A.S.P. Reserves.

Parades. (Central Police Station):—
Wednesday April 14th and Friday April 16th, 1st British Company and Nos. 1 and 2 Platoons of 1st Chinese Coy. All with arms, 5.30 p.m.

Thursday April 15th—1st Portuguese Company, 5.30 p.m.
Saturday April 17th—1st Chinese Company and 1st Indian Company at 3 p.m.
F. C. JENKIN, A.S.P. (Reserves).

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output for the current month is as follows:—

April	1	2	3	4	5	6	7	8	9	10	11	12	13
Tons	254	239	242	233	273	256	238	244	269	273	270	238	269

Total to 13th inst. 3,298

Daily average 253.6

WAR AND COMMERCE.

Interesting Reports from Home

The management of a London house writes to a firm in Hongkong as follows, under the date of March 5:—

Since our letter much has happened, but there is still much more to happen. We are on the eve of big events; both sides are gathering huge forces for the greatest struggle of the war, which will probably begin in the West about the middle of April, and the small balance of time now remaining for the winter to depart, is being utilised to the utmost.

A great portion of Kitchener's New Army is already in France completing its training on the spot, and daily large contingents are despatched over the Channel, together with very fine artillery and magnificent siege guns. The notable events of the past month are:—

Turkey's failure in Egypt. Attack on the Dardanelles. The Submarine Blockade of Great Britain.

Reported Food Scarcity in Germany.

More friendly attitude of America towards Britain. Failure of Zepplins as Winter War Craft.

It is not expected that the submarine blockade will be in the least effective, at all events the people of these Islands do not appear to be in any way concerned. It is reported that many enemy submarines have been "bagged" by a process of dredging with steel nets attached to a line of trawlers, and there may be something in this; in any case, it may be taken for granted that our Navy are up to all sorts of methods for catching these swarms of the sea.

Commerce.—War Risk remains normal at 20/- per cent. Money continues plentiful. The Exchange Banks are now operating more freely, but the volume of general export trade is below normal. Prices for all classes of goods have advanced very considerably and look like going dearer. The chief trouble in the export trade at present is due to the congested state of the railways and docks, caused, no doubt, to a great extent by the movement of troops and military stores.

It takes two to three weeks to get goods from warehouse to T.O.B. outward steamer, and this is the cause of much grumbling from overseas buyers. There is a great shortage of labour in the country; everyone is fully occupied, wages are rising rapidly, and the working classes are having the time of their lives. Roumania and Italy are still sitting on the fence, and it is impossible for an outsider to say at present if they are likely to join the Allies.

THE S.S. PAKLAT.

WILL SHE BE
CONDEMNED BY
THE PRIZE COURT?

The Question of Mission Ships
being Immune from Capture.

Sitting in Prize, at the Supreme Court, this morning, Sir William Rous Davies (Chief Justice), continued the hearing of the Crown application to have the S.S. Paklat condemned on the grounds of being an enemy ship, having taken part in war operations.

The application was made by the Attorney General (Mr. J. H. Kemp), and was opposed on behalf of the owners by Mr. Eldon Potter, instructed by Mr. Shenton, of Messrs. Deacons, Looker, Deacon and Harrison.

The Attorney General pointed out that the hearing had been adjourned, on the suggestion of the other side, to get the opinion of the Law Officers of the Crown on the interpretation of the Hague Convention findings. This they had been unable to do, but they had been able to do better, and they now had an authoritative document which he thought disposed of the whole case and would save his Lordship the trouble of going into the other point that had been raised. The Court would remember that amongst the submissions he made at the original hearing was one concerning the conditions of immunity from capture. He would read the words of the article:—

"Ships entrusted with scientific, religious or philanthropic missions are also free from seizure." (Article 2).

The provisions of this article, for which, as has been seen, the Italian Delegation is responsible, is in conformity with a practice one of the most renowned precedents of which was established by the De La Perouse Expedition.

The "conservation" of the principle of immunity could hardly raise objections and was passed unanimously.

It did not seem necessary to recall in the wording (of the article) the conditions under which the privilege of the (said) immunity can be granted.

It is obvious that such a favour can only be granted under the condition that there is no immixtion in the war operations. In order to avoid all difficulties, the Power whose ship in question bears the colours, must refrain from using her in any war service.

The favour granted to the said ship bestows upon her a sort of neutralisation which must last until the end of (all) hostilities and which must prevent her from having her destination altered.

Clearly that would make the case of the Paklat not immune from capture, as it had participated in the operations of war.

His Lordship:—That is a translation of the whole of the argument as to what took place at the time of the Convention?

The Attorney General:—I think it is the translation of the official report of the Committee.

His Lordship:—What do you say in the meaning—that it is altogether wholly irrespective of the operations of the war, and the fact that this ship carried—being an enemy vessel—these people at the time of the war for the purpose of internment elsewhere, is not wholly irrespective of war?

The Attorney General:—That is the point—I have a favourable effect on the defences of the port.

His Lordship:—It may relate to something which might not be in any way mixed up with the war.

Mr. Potter said there were certain points which he had and which he considered, in fairness, he ought to put before his Lordship on that point. His Lordship would remember that it had been alleged, and indeed the allegation had not been contradicted, because probably the allegation was true, that the Paklat was bound for Tientsin, to be there interned and used as a house or residence for destitute refugees. It was also on the affidavit, that the ship left Tientsin, or rather was advertised to leave Tientsin, by proclamation, with the express purpose of conveying women and

WAR TELEGRAMS.

(Continued from Page 1.)

An "Eye-Witness" Account.

April 12, 5.35 p.m.

"Eyewitness" at British Headquarters sends the following report:—

Quiet, he says, continues on our front with the exception of artillery activity which is diversified by occasional mine explosions and bombs from aircraft, but no incidents worthy of special record are reported.

"Eyewitness" remarks that it is significant that, although a month has elapsed since the battle of Neuve Chapelle, the enemy has not ventured to retaliate. This does not mean that his resistance is collapsing but it is practically an admission of inability to avenge the defeat with the troops at their disposal.

Evidence is gradually transpiring that the general situation is beginning to create great anxiety to the Germans, who are sending away large numbers of the civil population behind their lines via Switzerland, some of whom have returned to France. They report that something like a panic prevailed at Lille, during the fighting at Neuve Chapelle. The large hospitals were all removed to Tournai and many officers billeted at Lille went to Tournai to spend the night. Both officers and men expressed uneasiness.

There is a marked change in the demeanour of the German troops since Christmas. Their confidence and buoyancy are gradually disappearing, while many soldiers have lately told French civilians that they realised they would be overpowered by the masses which England is about to place in the field. At the same time they tried to persuade the French that the English are bent on ruining France and grabbing everything for themselves.

"Eyewitness" comments on the German efforts to foster among the troops a spirit of hate against the British, although, he says, amongst the members of the Government official class, the military party and the professional class this feeling needs no encouragement. Labels on our troops are officially circulated in order to engender fury against us, which, acting on natures inclined to brutality, finds vent in various acts of savagery.

children, no matter what nationality they were, from Tientsin. His Lordship would find in the affidavit of the captain.

His Lordship:—That I have seen.

Mr. Potter said the nationality of the passengers was immaterial providing they were European. He thought that was the only distinction drawn.

His Lordship:—No Chinese.

Mr. Potter said that it was further stated on that affidavit that no payment was received from passengers and that in effect the ship was to be used as a means of transit additional to the railway already used—the Chinese railway running from Tientsin to other parts of China. It was obvious that at such a time the railway service would probably be put out of joint or become disorganised and it was naturally desirable that refugees should have some other means of egress from Tientsin.

He would ask his Lordship to note one point which was not in contest between the Crown and himself and that point was this—at the time the Paklat left Tientsin, there was no blockade of that port; they were agreed on that. There was no blockade of that port at all at the time.

His Lordship:—This is the first time this point has been raised.

Mr. Potter said that it only arose on a matter on those documents which had just been put in. Now what he was leading to was this—and he thought it would also be agreed by the Crown and he did not think it could very well be disputed, and it was, he thought covered by the judgment of Mr. Justice Gompertz in the Hanametal case—if the condition of affairs existing at that time were, namely, in blockade of Tientsin, it would have been open to any neutral vessel to proceed to the port of Tientsin and to take therefrom, any people, be they German or any other nationality and to convey them to any other port in the world they chose to. That was to say any people other than the armed forces of the German government, but the taking away of women and children would undoubtedly not be a breach of neutrality. It would be on the part of a neutral an exercise of a right which the neutral has. That was the first point he would like his Lordship to note. He would like his Lordship also to note that in the case of a neutral conveyance from the port of Tientsin of women and children of non-belligerents at that particular

TELEGRAMS.

LERWICK EXPLOSION.

(Reuter's Service To The "Telegraph.")

London, Received April 13.

A terrific explosion has occurred at Lerwick. It is reported that Harbour Street has been destroyed, but there are no details.

Five Killed and Many Injured.

London, Received April 13.

The first explosion occurred in a store causing a fire in an adjoining building, wrecking the store and other property. Five were killed and many injured. Naval and military men arrived most promptly on the scene and performed splendid rescue work.

BIG COTTON FIRE.

London, Received April 12.

Reuter's correspondent in Paris telegraphs that a fire at Naples has destroyed six thousand bales of cotton.

period, would not in any shape or form amount to a breach of neutrality, and if his Lordship wanted an authority for that he would find it in the judgment of the learned Paine Judge in the case of the Hanametal. Now the importance of that point would be appreciated when they referred to the documents which had been put in and which was the class of document which the Crown should procure, because his Lordship knew in the Hanametal case they derived considerable assistance from the publication which dealt with the Declaration of London and which contained a similar statement to that.

His Lordship had now before him extracts from reports which, in the case of the Declaration of London, they assumed to be authoritative. There were two paragraphs in that document which were of importance, and he confessed he could not agree with the Crown when the Crown said that that document concluded that case. He had given as much consideration as he could to the document—he could not give it very much because he only received it yesterday, which was the earliest possible moment he could receive it, but if he thought that document was conclusive as to the position of that enemy ship, he would not contend it was not.

His Lordship:—I concluded that that was so with regard to the very fair statement you made last year, that you were prepared to accept the advice of the Law Officers of the Crown.

DAIRY FARM NEWS.

Your and Your Family's Health

depend in a great measure on the quality and purity
of the food you use.

Have You Considered

the absolute necessity of having your FRESH MILK, BUTTER

MEATS, etc., etc., before reaching you handled in a
manner that will save you all anxiety?

We maintain an efficient staff under strict European
supervision to ensure

Purity and Excellence

In all Branches for those who are particular; and our
customers are most particular.

TO-DAY'S ADVERTISEMENT.

OWING TO MANY REQUESTS,
THE HOWITT-PHILLIPS CO.

will give a

SPECIAL MATINEE

of the great domestic drama,

"EAST LYNNE"

On SATURDAY 17th at 3.30 p.m.

Prices as usual.

Doors Open at 2.45 p.m.

All Children half price.

Plan now open at Moutrie's.

Mr. Potter: I am much obliged to your Lordship for that statement. Continuing, Mr. Potter said that he thought it his duty to put to his Lordship that the construction put on that document was not quite the same as the Crown put on it. The condition that had to be observed was that there was no intermeddling by such a ship—a ship on a philanthropic or scientific mission. He would not for a moment contend that a scientific mission had for its purpose the testing of submarines or kindred matters and he would not for a moment contend such a mission could obtain exemption under that clause, because it was obviously not intermeddling but performing a most important duty on behalf of a belligerent. Without the assistance of that document, he would have been ready to accept that a philanthropic or a scientific mission or expedition had not to meddle or inter-meddle in war-like operations if it was entitled to claim immunity. He held that the Paklat had not done so any more than the Hanametal, the only difference being that the Hanametal was an American ship. It was laid down that the ship had to fly the colours of the country to which it belonged and Paklat did fly the German flag and did exhibit full lights at night according to instructions, so that it was obvious that there was no concealment about its actions and it was always liable to be captured or touched by a British warship. A ship on a scientific or a philanthropic mission had bestowed upon her a sort of neutrality which lasted to the end of hostilities and which must prevent her from having her destination altered. The Paklat was on such a mission and was entitled to the privilege of immunity or exemption from capture.

The Attorney General said that she was guilty of such immixtion as rendered her liable. He never contended the mere carrying of women and children was a breach of neutrality, but the carrying out of a measure on behalf of a Government or Power which was belligerent.

His Lordship asked if a written judgment was desired. Mr. Potter said it was so much as that it was not in view of an appeal to Privy Council, but the matter would in all probability be dealt with diplomatically and therefore it was eminently desirable that his Lordship's view of the facts should be on paper. They had no desire to stand in the way of the authorities having possession of that ship at the earliest possible date.

His Lordship said he would give a decision to-morrow.

LATEST SHIPPING

NEWS.

MOVEMENTS OF STEAMERS.
The Ben Line S.S. BENAVON from Hull, Middlesbrough & London left Singapore for this port on the 13th instant and may be expected to arrive here on or about 19th instant.

SHANGHAI CRICKET CLUB.

Last Year's Match with
Hongkong.

Speaking at the annual meeting of the Shanghai Cricket Club, Mr. A. P. Wood, President, thus summed up last year's Hongkong—Shanghai match:—

Last year was one that would always be remembered. The season started with every prospect of being an excellent one. The first match and the most important was the Interport game against Hongkong. Hongkong was fortunate to be able to send to Shanghai a strong eleven, one of the best all-round teams that had left the Colony, and consequently the match was looked forward to with much excitement. It was a very interesting game, the frequent changes that occurred at different stages making it anybody's game right up to the finish. All would desire to thank Capt. Barrett for winning the match with his splendid batting, also the other members of the team who assisted in the victory, and the many friends who so kindly helped to entertain the visitors. It was always a pleasure to meet old friends from Hongkong on the cricket field or anywhere else. Situated as they were in the East, he attached great importance to all interport games as the means of keeping up friendship, and the interest in the different games.

Credit for War Sufferers.
Paris, Feb. 5.—President Poincaré has signed a decree opening a credit of 300,000,000 francs to meet the most urgent needs of persons whose property has been destroyed as a result of the war.

TO-DAY'S

ADVERTISEMENTS.

HONGKONG GYMKHANA CLUB.

THE FIRST GYMKHANA MEETING of the Season will be held at Happy Valley on Saturday, the 17th April, 1915, commencing at 3.00 p.m.

The Charge of Admission will be \$1.00 for other than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, 14th April, 1915.

TO LET.

TO LET.—Shameen, Canton middle Bund next door to Hongkong and Shanghai Bank, eight roomed Semi-detached house adapted for use as offices and residence. Please apply to C. A. GAFF, Wesleyan Mission, The Bund Canton.

TO LET.

TO LET.—A House in Torres Buildings, Kimberley Road, Kowloon. Apply to:—SPANISH DOMINICAN PROCUATION.

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INDIA GAUZE
SILK and GAUZE
LISLE THREAD
COTTON NET
LIGHT WOOL
MERCERISED COTTON
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INSPECTION INVITED.

MACKINTOSH & CO., LTD.

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SMART VOILES

ZEPHYRS

AND

DRESS LINENS

FOR

SUMMER WEAR.

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The French Jewellery House.
Grand Assortment in

WRIST WATCHES.

PRICES RIGHT.

As DIAMOND MERCHANTS we are LEADING in the East.

COLUMBIA

GRAFONOLAS

and RECORDS.

SUPPLY YOU WITH MUSIC FOR EVERY MOOD.

CLASSICAL, OPERATIC, SONG
and DANCE.

ANDERSON MUSIC CO.,

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"THE TOP NOTCH
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"**KING
GEORGE IV**"
SCOTCH WHISKY.

AN IDEAL BEVERAGE, SOFT
AND DELICATE AND OF
EXQUISITE FLAVOUR.

CONNOISSEURS PROCLAIM
IT MELLOW EXHILARATING
AND BENEFICIAL.

THE

DISTILLERS Co., Ltd.

EDINBURGH.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.

WINE MERCHANTS.

Tel. No. 135. 8, Queen's Road Central, Hongkong.

SHIPPING

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.Head Office for the Far East:—16, DES VOEUX ROAD, HONG-
KONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA:
32, WATER STREET. MANILA: Manila Hotel.TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED.Cook's "FAR EASTERN TRAVELLER'S GAZETTE" con-
taining sailings and fares from the Far East to all parts of the
World, will be forwarded free, on application.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Mail Hongkong for Australia.
CHANGSHA	19th Apr.	14th April.
TAIYUAN		2nd May.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

WESTWARD.

The S.S. "Itola," tons 5,257, Capt. Butler, will be despatched for Singapore, Penang & Calcutta on the 17th April.

The S.S. "Santhia," tons 5,192, Capt. Robertson, will be despatched for Singapore, Penang, Rangoon and Calcutta on the 24th April.

The above steamers have excellent saloon accommodations for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, April 14, 1915.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. and CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

WEDNESDAY, 14th APRIL.

10.00 p.m. Kinshan. | 5.00 p.m. Fatshan.

THURSDAY, 15th APRIL.

8.00 a.m. Honam. | 8.00 a.m. Heungshan.
10.00 p.m. Fatshan. | 5.00 p.m. Kinshan.

Single Fare by Night Steamer..... \$ 6.00
Return Fare by Night (available also for Return by day Steamer)..... 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00

HONGKONG-MACAO LINE.

s.s. Sul Tai, tons 1,651 | s.s. Taishan, tons 2,006

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 8 a.m. & 2 p.m. Sundays at 8 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 18th APRIL.

The Company's Steamship TAISHAN will depart from the COMPANY'S WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 8 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD. & THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Salnam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday, excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),

Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said		\$Yasaka Maru Capt. Yamawaki \$Miyasaka Maru Capt. Teranaka	T. 21,000 T. 16,900 { THURS., 22nd Apr. at noon. { THURS., 13th May, at noon.
VICTORIA, B.C., and SEATTLE via S'hai, Moji, Kobe, Yokkaichi, and Yokohama		\$Yokohama Maru Capt. Komatsu \$Sado Maru Capt. Asakawa	T. 12,500 T. 12,500 { THURS., 15th Apr. at noon. { TUES., 4th May, at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thurs Island, Townsville and Brisbane		\$Nikko Maru Capt. R. Takeda \$Hitachi Maru Capt. Tominaga	T. 9,600 T. 13,500 { SATUR., 17th April at 4 p.m. { MON., 17th May at 11 a.m.
CALCUTTA via S'pore, Penang & Rangoon		Hakata Maru Capt. Kawashima	T. 12,500 { SATUR., 17th April.
BOMBAY via Singapore, Malacca and Colombo		Bombay Maru Capt. Kurosumi	T. 5,000 { MONDAY, 26th April.
SHANGHAI, Kobe & Yokohama		Kawachi Maru Capt. Nakamura	T. 12,500 { FRIDAY, 23rd April.
Kobe & Yokohama		Colombo Maru Capt. T. Sakamoto	T. 8,000 { TUESDAY, 14th April.
NAGASAKI, Kobe & Yokohama		Hitachi Maru Capt. T. Sato	T. 9,600 { THURS., 15th Apr. at 10 a.m.
SHANGHAI, Kobe & Yokohama		Fushimi Maru Capt. Quizawa	T. 21,000 { TUES., 20th Apr. at 10 a.m.

Fitted with wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Yasaka Maru	25, tons	Thursday 22nd April
Miyasaka	16, "	" 6th May
Kitano	16, "	" 20th May
Fushimi	25, "	" 3rd June
Hirano	16, "	" 17th June

FOR AMERICA.

Yokohama Maru	12.5 tons	Thursday 15th April
Sado	12.5 "	Tuesday 4th May
Awa	12.5 "	" 18th May
Shidzuoka	12.5 "	Thursday 27th May

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
HAIPHONG	Kaitong	15th Apr. at 11 a.m.
SHANGHAI	Liangchow	15th Apr. at 4 p.m.
HOIHOW & PAKHOI	Wenchow	17th Apr. at 10 a.m.
SHANGHAI	Kanchow	18th Apr. at 4 light.
SHANGHAI	Luchow	20th Apr. at 4 p.m.
MANILA, CEBU & ILOILO	Chinhua	20th Apr. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 38.

Agents.

Hongkong 14th April, 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
xTjitaroem	SHAI & KOBE	2nd half Mar.
Tjikini	JAPAN	1st half Apr.	JAVA	1st half Apr.
Tjiklap	JAPAN	1st half Apr.	JAVA	1st half Apr.
Tjikembang	JAVA	1st half Apr.	JAPAN	2nd half Apr.
Tjibodas	JAVA	2nd half Apr.	SHAI	2nd half Apr.
xTjilmanoeck	JAVA	1st half May	SHAI	1st half May.

x Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed	Leaves Hongkong
Nippon Maru	11,000	- 18 knots	Tuesday, 27th April, at 10.39 a.m.
Shinyo Maru	22,000	- 21 knots	" 11th May, at noon.
Chiyo Maru	22,000	- 21 knots	" 8th June, at noon.
First Class to London	£71.10	Return (6 months)	£120.
First Class to New York	£60.	"	£26.10.
" " San Francisco	£45.	"	£28.

Special Rates given to NAVAL & MILITARY, CIVIL, SERVANTS, MISSION-ARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, OALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES, ETC.

Seiyo Maru 14,000 - 15 knots Tuesday, 11th May.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire	18th April	19th Apr. at 10 a.m.
Eastern	28th April	13th May
Aldenharn		21st May

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. W. Evans	FRI. 16th Apr. at 1 p.m.
Haiyang	A. E. Hodgins	FRI. 23rd Apr. at 1 p.m.

FOR SWATOW.

Halching	W. C. Passmore	WED. 14th Apr. at 1 p.m.
Haiyun	A. H. Stewart	WED. 14th Apr. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas Laprak & Co.,

General Managers.

LOG BOOK.

Will not be Proceeded with.

While there is every reason to believe that the scheme of the Boston Harbour Board, in which the Cunard, White Star, and Hamburg-American Lines were financially interested, with a view to the construction of a big dry dock, will not under existing circumstances be proceeded with, it is understood that the plans of an equally large structure at New York are now being officially considered. It is to be made available as a dry dock when it is necessary to repair vessels, particularly those of large size, and when not so used ships will be able to load or discharge cargo in it.—Exchange.

New P. and O. Steamer for Singapore.

On 4th ult. the launch took place at South Shields of a passenger and cargo steamer built to the order of the P. and O.S.N. Company for their local requirements at Singapore. The vessel is 220 ft. in length by 35 ft. beam by 22 ft. deep to the shade deck, and has been especially built and fitted for service in tropical waters. Accommodation for a limited number of passengers, together with a handsome saloon and bath-rooms, are provided on the shade deck amidships. The crew are berthed forward and the natives in the shade deck aft. The machinery, which is of the vertical triple surface condensing type, will be supplied from Shield, the cylinders being 17.1, 2, 29, and 47 in. by 30 in. stroke. The launching ceremony was performed by Mrs. E. W. Glover, of London, the vessel being named the Mata Hari (Sun, or Eye of the Day).

A Lifeboat Case.

In the action brought by the coxswain and crew of the North Deal lifeboat Chas. Dibdin, and the owners, coxswains, and crews of the Deal luggers Moraroh and Hope, to recover salvage remuneration for services rendered to the steamship Batjan, of Amsterdam, Sir Samuel Evans, sitting in the Admiralty Division of the High Court of Justice, gave judgment on 5th inst. The President held that in claiming to have saved the Batjan from becoming a total loss the plaintiffs had exaggerated their case. The services, however, were well rendered, as might be expected of bold, courageous, and willing men. The tender was insufficient, and he should award the plaintiffs £386 10s.

C. P. R. Affairs.

The Canadian House of Commons, by an almost unanimous vote, on 9th inst., has passed the third reading of the Canadian Pacific Bill, authorising the company to sell and transfer all their vessels to a new company, to be incorporated in England, and to be known as the Canadian Pacific Ocean Services, Ltd. Discussing the Bill, Sir Robert Borden said it did not affect ocean freight rates, nor tend to create a monopoly.

Ships Through the Suez.

The number of ships passing through the Suez Canal last year was 4,802, or 283 fewer than in 1913, and 571 fewer than in 1912, according to a statement in Messrs. Worms and Co.'s Shipping List. The gross tonnage last year was 26,806,340, being 870,840 less than in 1913, and 1,142,605 less than in 1912. Of the total tonnage last year 68.09 per cent. was British, 11.02 per cent. German, 7.17 per cent. Dutch.

Caution to Pilots.

Owing to a number of complaints having been received from agents and captains of vessels against various steamers of passing through the anchorage at Tientsin and Tangku at an excessive speed, thereby doing considerable damage to vessels moored at wharves, captains and pilots are cautioned against going at too great a speed through the Tientsin and Tangku anchorages. When having to pass vessels at wharves they should slow up some distance off and not when almost abreast.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers &c.,
ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
HAIPHONG	Loksang	Thur., 15th Apr. at 10 a.m.
MANILA	Yuensang	Sat., 17th Apr. at 3 p.m.
SHANGHAI	Choysang	Sun., 18th Apr. at d'light
TIENSIN via W'wei	Cheongshing	Tues., 20th Apr. at d'light
SHANGHAI	Kwongsang	Tues., 20th Apr. at d'light
Y'HAMA, Kobe & Moji	Laisang	Tues., 20th Apr. at d'light
MANILA	Loongsang	Sat., 24th Apr. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing" and "Kumsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.
‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.
For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET CO.PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure
LONDON	Carnarvonshire	20th April.
LONDON	Monmouthshire	5th June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9 Agents. 19

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

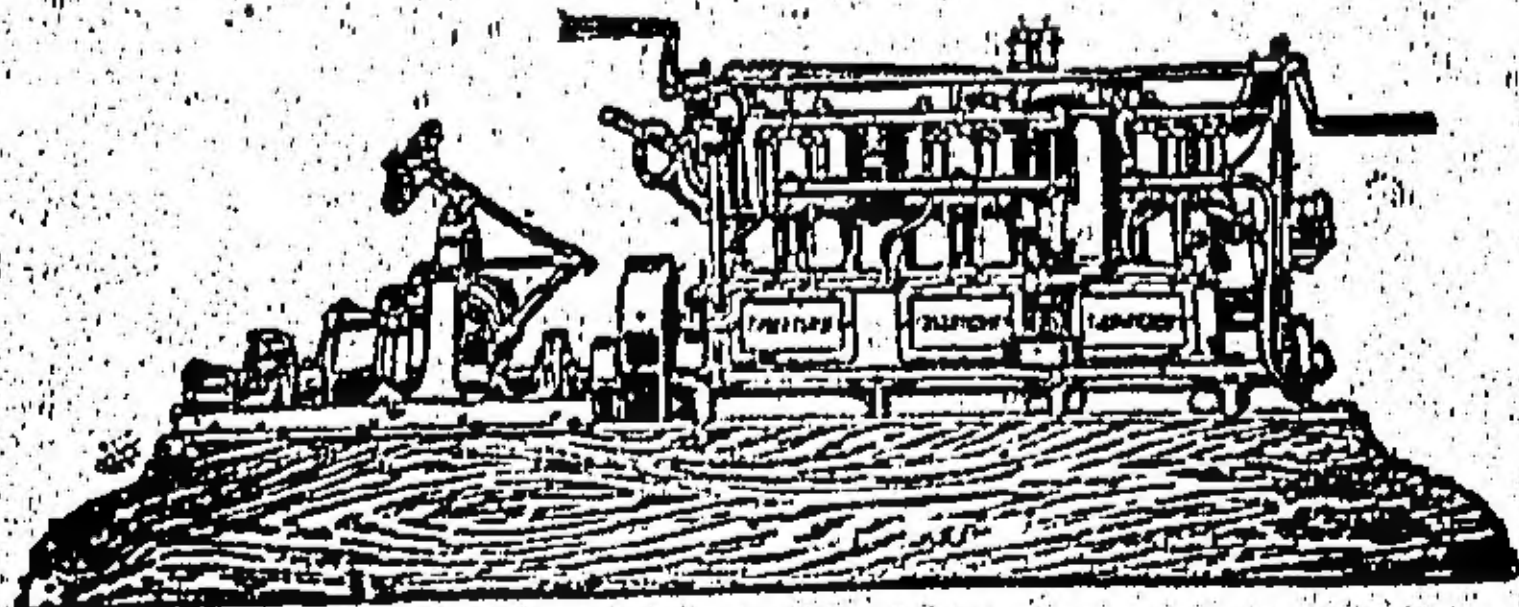
JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents. 14

THE TAIKOO DOCKYARD
& ENGINEERING Co. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGE-MASTERS, BRASS & IRON-FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 757' x 88' x 34' 6"

Pumps empty Dock in 2-3 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons,
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.AGENTS for—
JOHN I. THORNYCROFT & CO., LTD.PETROL & KEROSENE MARINE MOTORS 7-1/2
150 H. P.
As supplied to the British Admiralty & War Office.C6 type Motor and Reserve Genz.
B.H.P. Paraffin 70, Petrol 80.MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING AND LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN; AGENTS,
Telegraphic Address—"TAIKOODOCK"

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles via Ports	E. Simons	M. M.	17, Apr.
M'les, L'don via S'pore etc.	Yasaka M.	N. Y. K.	22, Apr.
London via Usual Ports of Call	Malta	P. & O.	23, Apr.
L'don, via S'pore, P'ang, C'bo, etc.	Nore	P. & O.	28, Apr.
Marseilles, London & Liverpool	Kalomo	B. L. L.	10, May.

NEW YORK, SAN FRANCISCO AND CANADA.

New York via Suez Canal	Indradeo	S. T. Co.	25, Apr.
San Francisco via M'la & Japan & Nippon M.	T. K. K.	T. K. K.	27, Apr.
New York via Panama Canal	B. Castle	D. & Co.	28, Apr.
Vancouver via S'hai & Japan etc.	Monteagle	C. P. R.	1, May
San F'co via Manila & Japan & Mongolia	Mexican	P. M. Co.	4, May
Ports via Japan	Seiyon M.	T. K. K.	11, May
New York via Suez	Inveric	B. L. L.	14, May
San F'co via Manila & Japan & Persia	Forsia	P. M. Co.	18, May

AUSTRALIA.

Australian Ports via Manila	Nikko M.	N. Y. K.	14, Apr.
Australian Ports via Timor	Empire	G. L. Co.	19, Apr.

SINGAPORE, COAST PORTS AND JAPAN.

S'pore, P'ang, R'goon & Calcutta	Hakata M.	N. Y. K.	17, Apr.
Shanghai, Kobe & Yokohama	Cordillere	M. M.	19, Apr.
Shanghai, Kobe and Yokohama	Nora	M. M.	19, Apr.
Singapore, Penang & Calcutta	Iola	D. S. Co.	20, Apr.
Shanghai, Kobe and Yokohama	Fushimi M.	N. Y. K.	20, Apr.
Shanghai	Sardini	P. & O.	22, Apr.
S'hai, Moji, Kobe and Yokohama	Nagoya	P. & O.	3, May
Singapore, Mauritius & South	African Ports		
Shanghai	Salamis	B. L. L.	15, June
Shanghai	Tijpanas	J.C.J. L.	Q. desp.
Shanghai	Titaroom	J.C.J. L.	Q. desp.
Shanghai	Tikembang	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tikini	J.C.J. L.	Q. desp.
Japan	Tilatjap	J.C.J. L.	Q. desp.
Shanghai	Timanook	J.C.J. L.	Q. desp.
Java	Tjiliwong	J.C.J. L.	8, half O

TO SAIL

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR BOSTON & NEW YORK

(With liberty to call at the Malabar Coast).

The s.s. "INDRADEO"

on or about the 25th April.

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JAPAN, CHINA & STRAITS

TO

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For Steamer Sails
MARSEILLES & LONDON. City of Newcastle 20th May.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.
General Agents.

Hongkong, 15th March, 1915

MOVEMENTS OF
STEAMERS.

CANADIAN MAIL.

The C.P.R. s.s. MONTEAGLE arrived Yokohama on the 13th April, at 9 a.m. left Yokohama on the 13th April, at 3 p.m. and is due to arrive Kobe on the 14th April at 6 p.m.

AMERICAN MAIL.

The P. M. s.s. PERSIA arrived at San Francisco on the 20th ult.

The T.K.K. s.s. SHINYO MARU will next leave Hongkong for San Francisco, via usual ports, on Tuesday 11th May, at noon.

The T.K.K. s.s. CHIYO MARU will next leave for San Francisco via usual ports on Tuesday, the 8th June at noon.

AUSTRALIAN MAIL.

The E. & A. s.s. EASTERN left Sydney for this port on 29th ult. and may be expected to arrive here on or about 18th April.

The A. O. Line s.s. TAIYUAN left Port Darwin for Hongkong via Philippines Ports on 10th April, and may be expected to arrive on or about 22nd instant.

The E. & A. s.s. ALDENHAM left Sydney for this port (via Queensland Ports and Manila) on the 8th instant, and may be expected to arrive here on or about 28th instant.

MERCHANT STEAMERS.

The I. C. S. N. s.s. LAISANG from Singapore is due at Hongkong on the 16th April.

The I. C. S. N. s.s. CHOVSANG from Swatow is due at Hongkong on the 14th April.

The I. C. S. N. s.s. KUMSANG from Calcutta is due at Hongkong on the 18th April.

The S. L. s.s. CARNARVONSHIRE from Vladivostok for Hongkong via Shanghai is due at Hongkong on the 20th April and leaves for London the 22nd April.

The S. L. s.s. MONMOUTHSHIRE from London is due at Hongkong on the 17th May and leaves for Japan & Vladivostok on the 18th May.

The S. L. s.s. MERIONETHSHIRE from London is due at Hongkong on the 30th May and leaves for Japan on the 1st June.

The Bank Line s.s. INVERIC from New York has arrived at Manila and may be expected here on the 14th inst.

The s.s. TIOA from Shanghai Yokohama and Kobe left Moji on the 9th inst. and may be expected here on or about the 14th inst. a.m.

CONSIGNEES

INDO-CHINA STEAM NAVI-
GATION CO., LTD.From CALCUTTA, PENANG
& SINGAPORE.

THE Company's Steamship.

"FOOKSANG"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after noon the 12th inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by—

JARDINE MATHESON & CO., LTD.
Hongkong, 9th April, 1915.

TO SAIL

CANADIAN - PACIFIC
RAILWAY CO.'S
STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

MONTEAGLE

WILL SAIL FROM HONGKONG FOR
VANCOUVERAccepting Cargo and Passengers for Canada, the United States,
West Indies, London, etc.

1st May and 3rd July.

Subsequent dates of sailing will be announced later.

Passage Rates:—

VANCOUVER £31; LONDON £43 & £45.

Rates to other points furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK.

Hongkong, 18th January, 1915.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship

"INVERIC"

4,789 tons, Captain A. Wallace, will be despatched as above
on Friday, 14th May.

For Freight etc. apply to

THE BANK LINE LIMITED.

General Agents.

Hongkong, 12th April, 1915.

VESSELS IN PORT.

Steamers.

Hangeang, Br. s.s. 1,356, S. Wilde, 3rd

inst.—Saigon, 30th ult. Rice—

J. M. & Co.

Yeddo, Swedish s.s. 2,503, J. M. Ranstrom,

6th inst.—Singapore, 31st ult.

Gen.—S. T. Co.

Luchow, Br. s.s. 1,221, Davies, 7th inst.—

Canton, Gen.—B. & S.

Kwanglo, Chi. s.s. 1,463, McArthur, 7th

inst.—Canton Gen.—O. M. S.

Hokuto Maru, Jap. s.s. 2,426, K. Morita,

7th inst.—Sourabaya, 1st inst.

Gen.—D. & C.

Tjikembang, Dut. s.s. 5,028, Jurrionse,

8th inst.—Sourabaya, 2nd inst.

Gen.—J. C. J. L.

Miamui Maru, Jap. s.s. 1,009, T. Teutsui,

9th inst.—Saigon, 4th inst. Rice—

Chinese.

Teau, Br. s.s. 1,300, J. Walker, 9th inst.—

Manila, 5th inst. Gen.—B. & S.

Keomun, Br. s.s. 5,871, T. H. Collister,

10th inst.—Singapore, 5th inst.

Gen.—B. & S.

Kwellin, Br. s.s. 1,073, Mills, 10th inst.—

Swatow, Gen.—J. M. & Co.

Talabybus, Br. s.s. 6,325, F. W. Cullum

10th inst.—Sourabaya, Gen.—B. & S.

Halobin, Br. s.s. 1,567, W. C. Peramora,

11th inst.—Swatow, 10th inst.

General—D. L. & Co.

Varg, Norw. s.s. 373, J. Jensen, 11th inst.—

Kin-Hon, 8th inst. General—

Chinese.

Taishan, Chi. s.s. 1,300, Westerlund, 11th

inst.—Shanghai, 7th inst. Gen.—

G. M. S. N. Co.

Loksang, Br. s.s. 979, Ritchie, 10th inst.—

Hikhow, 9th inst. Gen.—Chinese.

Fausang, Br. s.s. 1,410, H. S. Malkin, 11th

inst.—Saigon, 7th inst. Rice—J.

M. & Co.

TO SAIL.

THE INDRA LINE Ltd.

For Boston & New York,
via Suez.For Freight, Passage and
Further Particulars, apply to—
JARDINE, MATHESON
& CO., LTD.

Agents.

Telephone No. 215, Sub. Ex. No. 9,
Hongkong, 23rd February, 1915.

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ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SLIP AT ORDINARY SPRING TIDES	RISK OF TIDE
KOWLOON				
No. 1 Dock, Kowloon	700	160' top bottom	30'	5' 6"
No. 2 Dock, Kowloon	375	75'	15'	5' 6"
No. 3 Dock, Kowloon	250	50'	10'	5' 6"
Patent Slip, No. 1 Kowloon	250	50'	10'	5' 6"
Patent Slip, No. 2 Kowloon	250	50'	10'	5' 6"
TAI-KOK-TEI				
Cosmo-politan Dock	140	30'	10'	5' 6"
ABERDEEN				
Hong Dock	120	30'	10'	5' 6"
Lauzon Dock	120	30'	10'	5' 6"

Please Address Enquiries to the Chief Manager

R. M. DYER C.S., M.I.N., Kowloon Dock Hongkong.

TOWN OFFICE:
QUEEN'S BUILDINGS,
Telephone No. 20, Hongkong.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, WEDNESDAY, APRIL 14, 1915.

GIFTS FROM HONGKONG.

How They are Appreciated at Home.

The following letter has been received in answer to a parcel despatched in December last, containing 162 garments, amongst which were the winter costumes, etc., kindly given by Madame Flint.

116, Murray Street,
Hoxton, N.
March 6th.

Dear Lady May;

The second parcel has just arrived bringing the things which you, and the ladies of Hongkong, have kindly placed at our disposal. Messrs. Steward, Tomes have been so very thoughtful, unpacking the cases and sending the things to us in parcels; as our house here is so tiny. The things from the first case have been so much appreciated, the warm socks and things have gone to husbands of our women, either at the front or present, or home wounded or on sick leave. One splendid fellow has been invalided home the second time for rheumatism—they were over forty-eight hours up to their waists in water in the trenches. The first time he was wounded in the foot, during the retreat from Mons, and was for over three days fighting and holding his ground, and then retreating and only a few apples to eat—though their knapsacks contained lots of food they did not have time to get at it. We have kept a good many of the warm petticoats and nightdresses for our sick women and children—they get such bad attacks of bronchitis and pneumonia.

Some of the bad-jackets we sent to the Ouse Hospital as they were needing them, and it is a very poorly endowed hospital and they are so good taking in any of our people they can.

We also sent some of the flannel garments to the St. Joseph's Hospital—the Sisters help us all they can and are so good in looking after cases we can't get hold of any other way.

We also sent some of the smaller pairs of socks to the V.A.D. Hospital at Harley, where they are nursing some of the men from the front and were in need of smaller socks than had been sent there.

A parcel of children's things we sent to Miss Douglas, of the Children's Aid Society, who has sent quite a number of our S. S. F. A. children away for several months at a time for a charge. She was most grateful. I enclose a pamphlet. If there are any more children's things I am sure she would be most grateful for them. We are giving a number of men's things to Miss Tucker, of the Soldiers' and Sailors' Help Society for the discharged and invalid soldiers—they are doing so much good in that way and any further men's things will be so useful to that Society, as there will, alas, be so many needing their care in these months to come.

The babies' things are a huge joy to us—there are too many "war babies" and they grow so quickly, we can always do with so many little garments and bonnets and cloaks and boots for them.

With kindest regards and very many thanks again to you and all the other ladies. I do wish you could come and see for yourselves the pleasure your gifts have given.

Yours sincerely,

H. LLOYD THOMAS,
Vice-President, S.S.F.A.,
Hoxton Branch.

The following is an extract from a letter from Sister Ignatius—St. Joseph's Hospital—to Miss Lloyd Thomas:—

"Thank you very much for the parcel of lovely things—the

are real treasures. I have never had such good clothes to give away; it will be a treat for the people who will get them. They will be given to special deserving cases only."

The following is an extract from a letter from the Organising Secretary of the Ministering League, in answer to a parcel despatched on Nov. 25 last, containing 239 garments:—

"Dear Lady May:
Lady Meath is at San Remo and asked me to write directly the things you all sent for the Belgians arrived. They have been unpacked and sent on and we were amazed at the quality of your kind gift."

DIPLOMACY.

Clever acting at the Theatre Royal.

In "Diplomacy," which is the English version of M. Sardou's "Dora," the author has constructed on the most limited foundation an extraordinary amount of dramatic incident, and so free from laboured by-incident and padding, that from the moment of making acquaintance with the characters to the *exposé* interest is maintained. It might safely be said too, that there are few plays calling for such all-round merit in the players as "Diplomacy." It is more the rule than the exception to leave the story entirely dependent on the interpretation of two or three characters, in the hands of leaders. In "Diplomacy" the contrary is the case, even to the maid and the flunkey, there is originality. In the principal characters we have a taxing search for histrionic ability and at the Theatre Royal, last night we experienced it. To Messrs. Charles Howitt and A. Phillip's company we are indebted for an educating and refreshing presentation of the art of the stage. One striking feature was the interpretation of Count Orloff by Mr. Cyril Rawdon and Baron Stein by Mr. Carl Lawson. There are other parts that will live longer in the minds of most people who witnessed the production last night, but perhaps it is a little problematic how many will appreciate the difficulty of speaking English in the faltering tones of the foreigner with the cleverness of these two artists. The tendency to overdo is irresistible, but that they yielded to this force can not be said of Messrs. Rawdon and Lawson. It was perfection. As an actor too, Mr. Rawdon was convincing, and in the second act, where ability was not merely called for, but demanded, he performed after the fashion of better known men.

The story is simple. The jealousy of a woman leads her to the theft of a document of great importance to the State from Julian Beauclerc (Mr. Jack Elger), a young officer who has been appointed attaché at the British Embassy, Vienna, a man whom she has nursed from an illness and she has learnt to love. Though Baron Stein has other motives for the possession of the document than mere jealousy, Countess Zicka, the thief, has as her prime motive an overwhelming desire to prevent Julian living happily with Dora, the daughter of the chronically pennurious Marquis de Rio Zires, who the young officer has just married. On the morning of the wedding she steals the document, slips it into a letter of apology for not sending an invitation to the wedding to Baron Stein, which happens to be in the handwriting of Dora, and must, when revealed, cause the suspicion that develops later. In the meantime, Zicka, who lives by giving information to Russia through Baron Stein, and at the same

MISSING COAL.

This afternoon, at the Police Court, before Mr. J. R. Wood, the case was continued in which ten Chinese were charged with the theft of a quantity of coal from the Tai Koo Docks.

Mr. Preston, of Messrs. Johnson, Stokes and Master, prosecuted, Mr. Dixon, of Messrs. Wilkinson and Grist, appeared for the first two defendants, and Mr. J. H. Gardner for the third and fourth.

The first defendant gave evidence on his own behalf, and in answer to Mr. Preston, said that he did not know there was a large quantity of coal on board the boat of which he was in charge. Had he known of it, he would have reported the matter.

The case was proceeding as we went to press.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut. Col. A. Chapman, V. D., state:—

Leave.—The undermentioned are granted leave of absence as follows:—Surgeon Lieut. J. T. Smalley from 18. 4. 15. to 18. 12. 15. Private A. J. Denny from 20. 4. 15. to 8. 6. 15. Private L. L. Denny from 20. 4. 15. to 8. 6. 15.

at Headquarters. Right Section M.G. Co. and Signalling Section; Aiming Drill and Musketry Exercises at Headquarters. Remainder, nil.

Detail.—On duty at Volunteer Headquarters until 7 a.m. on 17th inst. H. K. V. R.

Range. Corp. Grimes, R. E., will attend. 5.10 p.m., Centre Section M.G. Co. Table "O" M. G. Course at Kowloon Docks.

Leave.—Leave Status Pier at 4.30 p.m. 5.15 p.m., No. 2 Section Artillery Battery, 10 p.m. Gun Drill with muskets.

Weekly Reports.—The weekly state is required at the Orderly Room not later than 5 p.m. tomorrow, 15th inst.

Parades.—Parades for Thursday, 15th inst.—5.00 p.m., Civil Service Co. Table "U" M. G. Course on Kennedy Road.

time maintains her liberty from Russian vengeance for a former wrong, steals a photo given by Orloff to Dora before he leaves for Russia, and which he next sees when arrested on his estate in Russia. The photo is sent to Stein almost at the same time as Orloff departs; immediately he is freed from incarceration in Russia; Orloff, not knowing that Julian has married Dora, denounces her and her mother as foreign spies. His extrication from this difficult position called for the clever acting previously referred to. On top of this through the ingenuity of the senior brother of Julian Henry Beauclerc (Mr. Charles Howitt), the letter containing the document is regained from Stein, the latter not being aware of its contents and neither Julian nor Henry knowing that it is enclosed in a letter written by Dora. Through the diplomacy of Henry the Countess Zicka is led into a trap of confession, and the bride, married and accused of being a spy on her husband, all in one day, breathes the air of accepted innocence, while Zicka, who has received more kicks from the world than carresses, accepts one more weight to the many that are crushing her miserable soul.

"Zicka," Miss Gertrude F. Gosart was brilliant, and truly reflected the greatness of Mrs. Patrick Campbell without forgetting the part to play the pattern. Charles Howitt as the wise brother and diplomatist displayed unquestionable ability, while the other characters were sustained with the thoroughness that is seldom met with.

To-night "When knights were bold," will be staged.

The band of the 18th Infantry played last night, the band of the 74th Panjabes playing elsewhere.

A PAINFUL ECHO.

HONGKONG RESIDENTS' AWFUL FATE.

Late Mr. and Mrs. Graham's Estate.

In the Supreme Court, this afternoon, before Sir William Rees Davies (Chief Justice) the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Wilkinson, of Messrs. Wilkinson and Grist, made an application for letters of administration of the estate of Elizabeth Graham, deceased, wife of W. D. Graham, on the ground that there was evidence to the effect that Mr. Graham must have survived her as she received injuries before her death.

Counsel said this was an application for administration of the goods and estate of Elizabeth Graham, deceased, and the application was made under section 33 of the Probate Ordinance. Under that section—2 of 1897—his Lordship had full power to appoint some person to administer the estate. Very general powers were vested in the Court. In this case there were affidavits setting out the main facts. Elizabeth Graham, (Mrs. Douglas Graham) was a passenger with her husband, Mr. Douglas Graham, on the ill-fated steamer *Empress of Ireland* in the spring of last year. As his Lordship would perhaps remember, there was a disastrous collision between the *Empress of Ireland* and a collier in the St. Lawrence River in Canada and as a result of that collision both Mr. and Mrs. Douglas Graham lost their lives. In connection with the actual cause of death, his Lordship would find on the file an affidavit from Montreal, and the person who filed that affidavit took much trouble in connection with the identification of Mrs. Graham which was somewhat difficult. Her face and head had been bruised considerably, as well as her arms and parts of her body—to such an extent that identification was much more difficult than in the case of Mr. Graham. There was one wound on her temple, as if she were struck by a heavy piece of tackle and the affidavit said—"I believe she was killed and not drowned, because her body showed no signs of swelling." Therefore his Lordship would see from that statement that it did appear that Mrs. Graham's death was caused by some heavy blow from heavy tackle, which considerably injured her about the face and head and also about the body. With regard to Mr. Graham, he had no bruises whatever, but his body was swollen, the usual result of death by drowning.

His Lordship.—The point is whether the wife pre-deceased her husband?

Mr. Pollock said that was so and on that point they submitted to his Lordship—although it did not affect his Lordship's power to grant administration in the present case, and they were asking his Lordship to do what he had power to do—that was to say, if he would consider it reasonable on that evidence, to declare that Mr. Graham survived his wife. They submitted to his Lordship that this was purely a question of fact and, on that affidavit, he might put it that it was a practical certainty that Mr. Graham met her death by a heavy blow from some tackle connected with the ship and that Mr. Graham was not injured in his body at all, but subsequently was drowned.

The law was put very clearly in the *Encyclopedia of the Laws of England* Volume 2, page 380. Counsel prayed that the administration be granted Mr. Frank Graham, who was one of the

LAWN TENNIS.

Last Evening's Tournament Games.

The following are the results of last evening's play in the Hongkong C.C. Tennis Tournament:—Championship Singles, first round:—Ng Sze Kwong beat O. R. Hamilton, 6-2, 6-3, 4-6, 6-3.

Mixed Doubles Handicap, first round:—Mrs. Moxon and R. Handcock (owe 30), beat Miss Bird and Dr. Kook (rec. 15/2), 3-6, 6-3, 6-3.

Handicap Doubles, first round:—Wodehouse and Worcester (rec. 4/8), beat Ford and Kent (owe 15/2) 6-4, 4-6, 6-4.

Handicap Singles, "B" class, first round:—Vivian (owe 2/8), 3-6, 6-2, 6-2. Ooks (rec. 15/1), beat Murray Bain (rec. 15), 4-6, 6-2, 6-2. Hatchison (rec. 2/8), defeated Hewitt (owe 15/3), 3-6, 6-3, 6-4.

Handicap Singles, "A" class, first round:—Linton (owe 3/8), beat Brayshaw (owe 1/8), 6-3, 8-6.

Loyal India.

Calcutta, March 12.—At a mass meeting of students held in Calcutta to-day a representative committee was formed with the view of creating healthy public opinion among students. Mr. Surendranath Banerjee, addressing the meeting, said that the war held out new prospects for the country. Europeans would learn to respect India. Quoting from speeches delivered by British statesmen, he declared that they intended to include India in the federation of the British Empire when the war was over. Anarchy would destroy their prospects, and evolution, not revolution, should be their motto. Speeches were made condemning anarchical tendencies.

executors named in the will of Mr. Graham.

His Lordship.—She died intestate?

Mr. Pollock said Mrs. Graham did die intestate—as far as was known there was no next-of-kin at all. Mr. Frank Graham was one of executors—in fact the only one in the Colony. The leasehold property would come under the will of Mr. Graham if she died intestate. There was a house on the Peak which Mr. Graham bought some years ago and put in the name of Mrs. Graham. The property, as a matter of fact, was bought out of Mr. Graham's own monies and he wished to make some provision for his wife and he made the gift to her of the house.

His Lordship said that in point of law it would be a gift.

Mr. Pollock said that that was so. If Mr. Graham survived her, the leasehold would become part of his estate. The reason why they were asking for the administration in connection with the estate of Mrs. Graham, and not Mr. Graham, was because they had been waiting for the information they now had, that Mr. Graham survived his wife and that was so.

His Lordship.—If I find he survived her it would come under his will?

Mr. Pollock.—Yes.

His Lordship found that Mrs. Graham pre-deceased her husband and granted the administration, subject to certain minor details to be carried out to the satisfaction of the Registrar.

HONGKONG'S GERMAN CONSUL.

Influencing Chinese Opinion.

Many and varied have been the attempts to influence and mislead public opinion in China—if a public opinion as we understand it exists—on the subject of the great European War says the *London and China Express*. Reuter's correspondent in Peking now gives an account of a specific instance that has lately been unravelled. Parts of the story are known, but it may be as well to record it as a connected whole and as given by the correspondent. Writing from Peking on Feb. 11, he says that among the foreign consuls at Hongkong when war was declared between Great Britain and Germany were Mr. A. Nilsson, Swedish Representative, and Dr. E.A. von Voretzsch, the German consul. The latter was popular among all nationalities, especially among the British. He spoke English fluently. After leaving Hongkong Dr. von Voretzsch travelled in Annam, Siam, Yunnan, and several other parts of China, and wherever he went trouble occurred. On Jan. 20 he arrived at Peking and "put up" at the Grand Hotel des Wagons-Lits as Mr. A. Nilsson. Unfortunately for the enterprising consul, Mr. A. Nilsson had arrived at the Wagons-Lits Hotel some ten days earlier, and as may easily be seen could occur, an official despatch from the German Legation at Peking, intended for A. Nilsson, was delivered to A. Nilsson, the Swedish consul. The latter interviewed the German manager of the hotel and found his former colleague and friend Dr. von Voretzsch was installed under the false name. Voretzsch no doubt thought the Swedish consul was still at Hongkong, but when brought face to face with him the German refused to change his name. Inquiries were at once begun, and resulted in the knowledge that the German consul left an amazing trail of misrepresentation behind him as he progressed under the name of Nilsson. He of course knew that the Chinese rendering of the two names Nilsson and Nilsson would be the same, while the initial A. would complete the deception. Voretzsch remained, however, at the hotel under the name of Nilsson for several days, and then proceeded to Shanghai. The story of his doings reached Shanghai before he did and was flatly contradicted by the *Orientalische Lloyd*. Reuter's Peking correspondent, who had been the means of revealing the German consul's behaviour, then followed up the first message with the reply showing that the German Legation had officially endorsed the adoption of the false name in the capital of the country still on terms of friendship with Germany, and through Reuter's local service the news was telegraphed from one end of China to the other in order to clear the Swedish consul of all blame for the mischief done. The French paper at Peking, *Journal de Peking*, states that Voretzsch expended \$30,000 in attempts to stir up trouble in the French spheres, and these attempts had material results which cost the lives of several persons. The incident created an immense amount of interest throughout China, especially as the exposure followed upon other German statements which had also been flatly denied with a certain amount of indignation. One of these arose out of Reuter's agent having telegraphed to many outlets that the German Legation had ordered the German ladies in Peking either to come into the Legation or to proceed to Shanghai in order to avoid the danger of an outbreak. This was vehemently denied. A copy of the official order was obtained by

GERMAN MOVE IN CHINA.

Attempt to Blow up Trans-Siberian Line.

Peking, Mar. 12.

Captain von Pappenheim, the German Military Attaché in Peking, and eight Germans who escaped from Tsingtau left the city after procuring Chinese passports for a hunting expedition in the interior. The party has now been located between Buhaidu and Taitshar, with twenty camels and a large supply of explosives. They are credited with the intention of blowing up Russian railway tunnels on the Siberian railway.

The Germans are heading towards Manchuria, and the Russians are endeavouring to capture them. Captain von Pappenheim offered a Chinese official 50,000 roubles for assistance.

another correspondent, and duly published in the *Peking and Tientsin Times*. The Chinese Foreign Office then sent a Note to the German Legation expressing the hope that no further idle rumours calculated to injure China would be circulated by the Germans in Peking.

It would seem that the efforts have not been dissimilar in method to what has been done in the United States, and as in that case counter-agitation is likely to defeat its own purpose. In the States sufficient rope has been allowed to hang themselves, and subjects such as the attempt to inflame Western American and Canadian antipathies to Japan and the Japanese, with a view to a Japanese-American war, have been so overdone that the palate refuses to receive them. The Chinese Press was largely brought under complete German influence, but the remarkable statements could scarcely be absorbed by the Chinese mind in the face of the rather speedy fall of Tsingtau. The Chinese had been misled to a considerable extent by the statements of German successes in the early stages of the war, but the downfall of Germany's stronghold, which had been expected to hold out for a much longer time, led them to wonder whether all the reports of victories were correct. As in the United States, you may deceive some of the people for a part of the time, but you cannot deceive all the people for all the time. What sentiment now remains is probably pro-German, because China is anti-Japan and Germany is against Japan. The way to counteract wrong statements is to give the actual facts, and if the British facts are given to the Chinese they will sift the wheat from the chaff as the Americans have done. It is no use resorting to methods that we do not consider come within the category of playing the game. If your opponent will not abide by the rules you will seldom score for long if you resort to the same practices. The Chinaman is a man of long memory, and he knows that the many opportunities that have been at the disposal of Great Britain to acquire Chinese territory since 1840 have only resulted in the alienation of Hongkong, a small island—insignificant in Chinese eyes—and used as an entrepot for trade, and not for aggressive purposes. He can contrast this policy with the Kiaochow policy. We must go on with our view, conscious that it is right, irrespective of what our enemy may do, and as regards China, you can leave the Chinaman to arrive at the correct mean.

THE WAR.

(Continued from back of page 8.)
July 31—Russia orders general mobilisation.

Aug. 1—Germany declares war on Russia. French Cabinet orders general mobilisation.

Aug. 2—German forces enter Luxemburg. Germany demands free passage through Belgium.

Aug. 4—England sends ultimatum, demanding observance of Belgian neutrality. Germany rejects ultimatum. German troops attack Liege.

Aug. 5—England announces a state of war with Germany.

Aug. 7—German troops attack Liege. French invade southern Alsace.

Aug. 8—Italy reaffirms neutrality.

Aug. 15—Austrians enter Serbia. Japan sends ultimatum to Germany.

Aug. 17—British expeditionary force completes its landing in France.

Aug. 19—Beginning of battle of Lorraine.

Aug. 20—Germans enter Brussels.

Aug. 23—Germans enter Namur and begin attack on Mons.

Aug. 24—British begin retreat from Mons.

Aug. 25—French evacuate Malmedy.

Aug. 26—Non-partisan French Ombudsmanised. Germans occupy a village.

Aug. 27—Louvain burned by Germans. Japanese blockade Tsingtau.

Aug. 28—Battle of Heligoland.

Sept. 2—German advance reaches Sania, thirty miles from Paris, and swings eastward. French Government moves to Bordeaux.

Sept. 3—Austrians occupy Lemberg.

Sept. 5—Battle of the Marne begins.

Sept. 7—Mauvege taken by the Germans.

Sept. 12—German retreat halts on the Aisne.

Sept. 20—Germans bombard Rheims and injure the famous Cathedral.

Sept. 22—German submarine sinks British cruiser Aboukir, Cressy, and Hogue. Russians capture Jaroslav and invest Przemyel.

Sept. 28—British troops from India land at Marseilles.

Sept. 28—Germans begin siege of Antwerp.

Oct. 2—Germans defeated at Augustow.

Oct. 5—Belgian Government removed from Antwerp to Ostend.

Oct. 7—Bombardment of Antwerp begins.

Oct. 9—Antwerp occupied by the Germans.

Oct. 12—A British commando in the Cape Province mutinies.

Oct. 13—Belgian Government transferred from Ostend to Havre.

Oct. 14—Allies occupy Ypres. Battle begins on the Yser.

Oct. 15—Ostend occupied by the Germans.

Oct. 18—British cruiser Hawke sunk by German submarine.

Oct. 24—Ten days' battle before Warsaw ends in German defeat.

Oct. 27—Russians reoccupy Lodz and Bedom.

Oct. 29—Turkey begins war on Russia by naval attacks on Odessa and in the Crimea.

Oct. 30—Col. Maritz, rebel leader driven out of Cape Colony.

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POST OFFICE.

Until further notice on Letters, Boxes, or Parcels for Belgium, B.ail, Orel, Montenegro or Malta can be accepted for insurance.

The services to Germany, Austria, and their Colonies, and to the Ottoman Empire are suspended as are also the Parcel Post services to France & Tsingtau.

Mails for Europe via Siberia are now being despatched from Shanghai, on Tuesdays at Noon, and Wednesdays & Saturdays at 9 p.m.

Tuesday's despatch connects with the Trans-Siberian weekly express at Harbin; the others connect with Post trains.

On and after the 12th inst., Parcels for the following places will not be accepted for transmission by Post unless accompanied by the Export Permit in accordance with Form No. 1 contained in the second schedule of the Declaration of Ultimate Destination Ordinance of 1915:—
Every place in Europe or on the Mediterranean or Black Seas, with the exception of those situated in Russia, Belgium, France, Spain Portugal, the United Kingdom, or any British possession or protectorate.

MAILS DUE.

Siberia, Luchow, 16th inst.

MAILS CLOSE TO-MORROW.

Haiphong—Per LOKSANG, 15th inst. 9 a.m.

Japan via Nagasaki—Per HITACHI M., 15th inst. 9 a.m.

Holbow & Haiphong—Per HANOI, 15th inst. 10 a.m.

Haiphong—Per KAIFONG, 15th inst. 10 a.m.

Shanghai, North China, Japan, Korea, etc.—Per YOKOHAMA MARU, 15th inst. 11 a.m.

(Tientsin-Pukow Service Shanghai Br. P. O. Tuesday 20th inst.)

Straits, Ceylon, India via Bombay—Per IYO MARU, 15th inst. 11 a.m.

Tientsin—Per HUTCHISON, 15th inst. 11 a.m.

Shanghai and North China (Europe via Siberia)—Per LIAOCHOW, 15th inst. 3 p.m.

(Tientsin-Pukow Service Shanghai Br. P. O. Tuesday, the 20th April.)

FRIDAY 16th April.

Swatow, Amoy, Formosa via Amoy & Takao—Per SUSHU MARU, 16th April 9 a.m.

Philippine Islands, Australia, New Zealand, Tasmania, & New Guinea via Thursday Is.—Per NIKKO MARU, 16th April 9 p.m.

Swatow, Amoy & Foochow—Per HAITAN, 16th inst. noon.

Shanghai & N. China—Per CHOYANG, 16th inst. 4 p.m.

Kuchino, Japan, via Mokai, Victoria, and Seattle, Tacoma, Vancouver, U. Kingdom via Canada—Per TALTHEYBUS, 16th inst. 11 a.m.

SATURDAY, 17th April.

Holbow & Pakhoi—Per WENCHOW, 17th April 9 a.m.

Philippine Is.—Per YUENSANG, 17th inst. 2 p.m.

Straits, Burma, India via Calcutta—Per HAKATA M., 17th inst. 4 p.m.

Shanghai, and North China (Europe via Siberia)—Per RANOHOW, 17th April 3 p.m.

(Tientsin-Pukow Service Shanghai Br. P. O. Wednesday, 21st inst.)

Wei-hai-wei & Tientsin—Per CHEONG-SHING, 17th April 4 p.m.

Shanghai, & N. China—Per KWONG-SANG, 17th 4 p.m.

SUNDAY, 18th April.

Swatow, Amoy and Formosa via Tamsui—Per DAIJIN M., 18th inst. 9 a.m.

MONDAY, 19th April.

Timor, Australia, Tasmania, New Zealand via Port Darwin, & New Guinea via Thursday Is.—Per EMPIRE, 19th April 2 p.m.

Japan via Yokohama—Per LAISANG, 19th April 4 p.m.

TUESDAY, 20th April.

Philippine Islands—Per CHINHUA, 20th inst. 3 p.m.

SHIPPING NEWS.

ARRIVED.

Taiwan Maru, Jap. s.s. 1,145, H. Sakai, 13th inst.—Saigon, 9th inst. Rice—D. & Co.

Nish Maru, Jap. s.s. 1,479, Ynakano, 13th inst.—Bangkok, 4th inst. Rice—Chinese.

Hanamel, Am. s.s. 1,711, J. Lemmer, 13th inst.—Saigon, 8th inst. Rice—Chinese.

Kwangyang, Br. s.s. 1,428, W. F. Richard, 13th inst.—Saigon, 9th inst. Rice—J. M. & Co.

Anhui, Br. s.s. 1,355, Eddy, 14th inst.—Canton, Gen.—B. & S.

Tungshing, British s.s. 1,173, Hussey, 14th inst.—Canton, Gen.—J. M. & Co.

Chipehing, Br. s.s. 1,199, Meyrick, 14th inst.—Canton, Gen.—J. M. & Co.

Haimun, Br. s.s. 641, Stewart, 14th inst.—Swatow, 13th inst. Gen.—D. L. & Co.

Keijo Maru, Jap. s.s. 1,539, Imazumi, 14th inst.—Haiphong, 12th inst. Gen.—O.S.K.

Hongbo, Br. s.s. 2,065, Erdom, 14th inst.—Singapore, 8th inst. General—Chinese.

Prometheus, Norw. s.s. 1,024, N. Jensen, 14th inst.—Bangkok, 6th inst. Rice—Ordor.

DEPARTED.

April 13.

Tenyo Maru for San Francisco via S'pore, Lingchow for Canton, Haiyang for Foochow via Swatow, Kwangyang for Shanghai, Chongtu for Swatow via Bangkok, Anhui for Shanghai.

CLEARANCES AT THE HARBOUR OFFICE.

April 13.

Chongtu for K. O. Wan, Soyarin for Haiphong via Holbow, Tean for Holbo via Manila.

April 14.

Vargfor Tourane, Cheongshing for Canton, Colombo Maru for Yokohama via Kobe, Solang for Calcutta via Singapore, Tungshing for Swatow, Chongtu for Swatow via Manila, Mitsui Maru for Hongkong, Haiyang for Swatow, Loksang for Haiphong, Fooksang for Yokohama via Mokai.

PASSENGERS ARRIVED.

Per s.s. Kwangyang from Saigon—Mrs Butler.
Per s.s. Prometheus from Bangkok—Mr and Miss Lyle.

PASSENGERS EXPECTED.

Per P. & O. s.s. Nagoya, from London March 20—Mr D. Mayr, Mrs Hunter, Mr and Mrs A. R. Taylor and 2 children, Mr and Mrs Flesse and child, Mr B. Logan, Mr H. B. Phillips, Mr M. Murphy, Mr Rayner, Mr N. Keenly, Mr M. Costello, Mr J. P. Cooke & party, Mr E. J. Peet & Mr N. F. Johnson.

Per P. & O. s.s. Mooltan, from London March 20—Mr J. O. Oswald, Mr A. B. Martin, Mr and Mrs F. O'Call, Miss Orr & Mr J. Hopper.

Per P. & O. s.s. Egypt, from London April 17—Mr A. H. Compton and Mr J. Poulton.

Per N. Y. K. s.s. Fushimi Maru, from London March 13—Miss Duclou, Miss Pettitt, Mr and Mrs A. W. Heron and two children, Mrs. Tucker, Mrs. Hall, Mr J. M. Head, Mr G. Hall, Mr & Mrs Souza, de Menezes, Mrs Joseph and Mr Connolly.

Per N. Y. K. s.s. Himano Maru, from London March 27—Dr. W. Burke.

Per N. Y. K. s.s. Katori Maru, from London April 10—Mr W. A. Sloan and Mr J. Sloan.

THURSDAY, 22nd April.

Straits, Ceylon, Marseilles & U. Kingdom—Per YASAKA M., 22nd inst. 11 a.m.

FRIDAY, 23rd April.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The parcel mail will be closed on Thursday, 22nd April at 5 p.m.—Per MALTA, 23rd April 11 a.m.

SATURDAY, 24th April.

Philippine Is.—Per LOONGSANG, 24th April 3 p.m.

Oysters, Fresh, Fried or Stewed Finton Haddock, Kippers &c.—ALEXANDRA OAFE.

WEATHER REPORT.

On the 14th at 11.05—Pressure has given way slightly over the Philippines, the Loochoos and the Bonins, and increased over the remainder of the area; especially over N. China, where the anticyclone has increased considerably in intensity.

The depression remains in the vicinity of Hokkaido and pressure is relatively low over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	E. & S.E. winds, moderate; cloudy, probably some rain.
2 Formosa Channel	N.E. winds, fresh.
3 South coast of China between H.K. and Loochoos	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register, 14th April, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Weather.
Wanchow	7a	29.43		sw	5	
Nemuro	6a	29.43		sw	7	
Hakodate		29.79		sw	7	
Tokio		29.95		sw	1	
Kochi		29.90		sw	1	
Nagasaki		30.05		sw	4	
Kagima		30.01		sw	1	
Oshima		30.05		sw	1	
Yokohama		30.01		sw	1	
Yokohama		30.12		sw	1	
Chaofo		30.15	48	49	sw	5 b
Whaiwei						
Hankow						
Ichang						
Shanghai		30.23	46	ene	10m	
Shanghai		30.17	49	ene	6m	
Shanghai		30.18	62	ene	30	
Shanghai		29.90	69	ene	1 dh	
Swatow		29.92	72	ene	0 b	
Taihou		29.98	70	ene	0 b	
Taihou		29.98	65	ene	0 b	
Taihou		29.95	72	ene	0 b	
Kohun		29.97	72	ene	0 b	
P'ooer		29.94	75	ene	4.0	
Canton		29.92	73	ene	2 b	
H'kong		29.87	74	ene	1 b	
Gap Boek		29.94		ene	1 f	
Macao						
Wanchow		29.87	73	ene	4 c	
Fakhoi		29.55	75	ene	2 b	
Holbow		29.38	81	ene	7 c	
Phulien		29.32	73	ene	2 b	
Tourane		29.32	73	ene	2 b	
O. St. J.		29.32	73	ene	2 b	
Apariti		29.32	73	ene	2 b	
Dagupan		29.32	73	ene	2 b	
Manila		29.32	73	ene	2 b	
Legaspi		29.32	73	ene	2 b	
Tacloban		29.32	73	ene	2 b	
Iloilo		29.32	73	ene	2 b	
Surigao		29.32	73	ene	2 b	
Laosun		29.32	73	ene	2 b	

C. W. JEFFRIES, Director.

Hongkong Observatory, April 14.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, o detached clouds, d drizzling rain, f fog, g gloomy, h hail, lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

7 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous	Day	On date	On date
at 2 p.m.	at 2 p.m.	at 2 p.m.	at 2 p.m.
Barometer	30.01	30.00	29.97
Temperature	82	74	81
Humidity	75	92	74
Wind Direction	8	SE	8
Force	1	1	3
Weather	o	bf	o
Rain	—	—	—
Highest temp. air Temperature on the 13th	82		
Lowest	74		

H.K. Observatory, 14th April.
C. W. JEFFRIES, Director.

TIDE TABLE.

12th Apr. to 18th Apr. 1915.

High Water	Low Water	High Water	Low Water
Mean Time	Mean Time	Mean Time	Mean Time
Mon. 12	8.15	8.15	8.15
Tues. 13	8.15	8.15	8.15
Wed. 14	8.15	8.15	8.15
Thurs. 15	8.15	8.15	8.15
Fri. 16	8.15	8.15	8.15
Sat. 17	8.15	8.15	8.15
Sun. 18	8.15	8.15	8.15

m morning, a afternoon.

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For	Steamers	To Sail On	Remarks
SHANGHAI	Sardinia Capt. J. T. Jeffery	about 23rd Apr.	Freight & Passage
LONDON via Usual Ports of call	Malta Capt. E. J. Smith R.N.R.	noon 23rd Apr.	Freight & Passage
LONDON via S'pore, Penang, Colombo, Port Said and Marseilles	Nore Capt. D. Asbury	10 a.m. 28th Apr.	Freight & Passage
SHANGHAI, MOJI, KOBE AND YOKO-HAMA	Nagoya Capt. W. N. Sweny R.N.R.	about 3rd May	Freight & Passage

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E. A. Hewett,

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P. & O. S. N. Co.'s office,

Hongkong, 10th April, 1915.

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